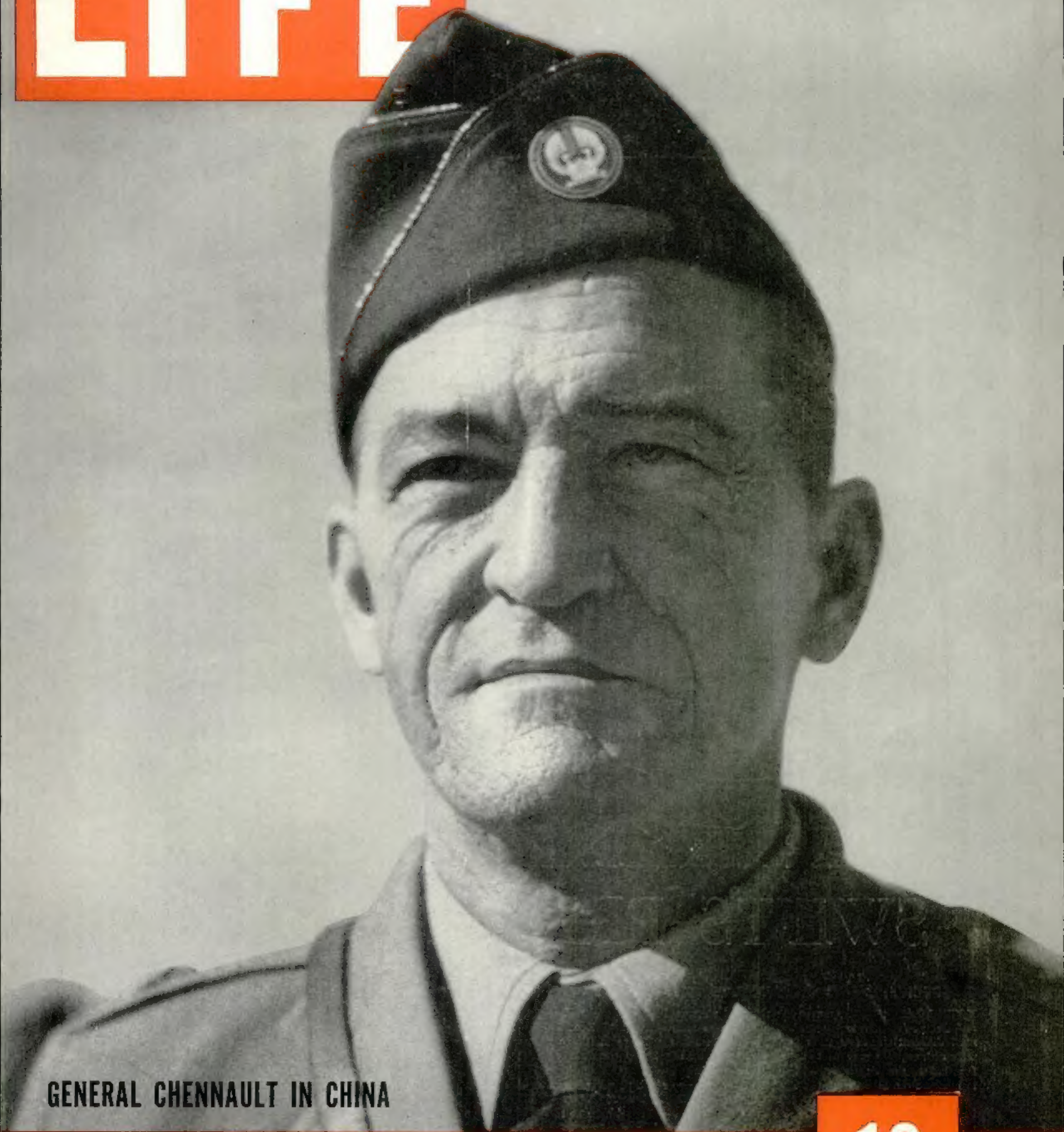


LIFE



GENERAL CHENNAULT IN CHINA

AUGUST 10, 1942 **10** CENTS
YEARLY SUBSCRIPTION \$4.50

M-M-M, *Sweet Smoke Taste!*
...in bacon deliciously M-I-L-D



U.S. NEEDS US STRONG

THIS TYPE OF FOOD
IS AMONG THOSE
RECOMMENDED IN THE
NUTRITION FOOD RULES



EAT NUTRITIONAL FOOD

SWIFT'S PREMIUM BACON

RECIPE: *How bacon goes into a pie!*

HERE, LADIES, is that dream of a dish you've been looking for... new! different! marvelous tasting! A main dish to serve your most critical friends. Its flavor depends almost altogether on the bacon you use, so be sure you get *Swift's Premium*. Swift's Premium is the wonderfully mild bacon with the *sweet smoke taste*. No other kind has such flavor, for it comes from Swift's special way of curing and smoking. • To serve 4, line individual baking dishes or one 8-inch pie tin with thinly

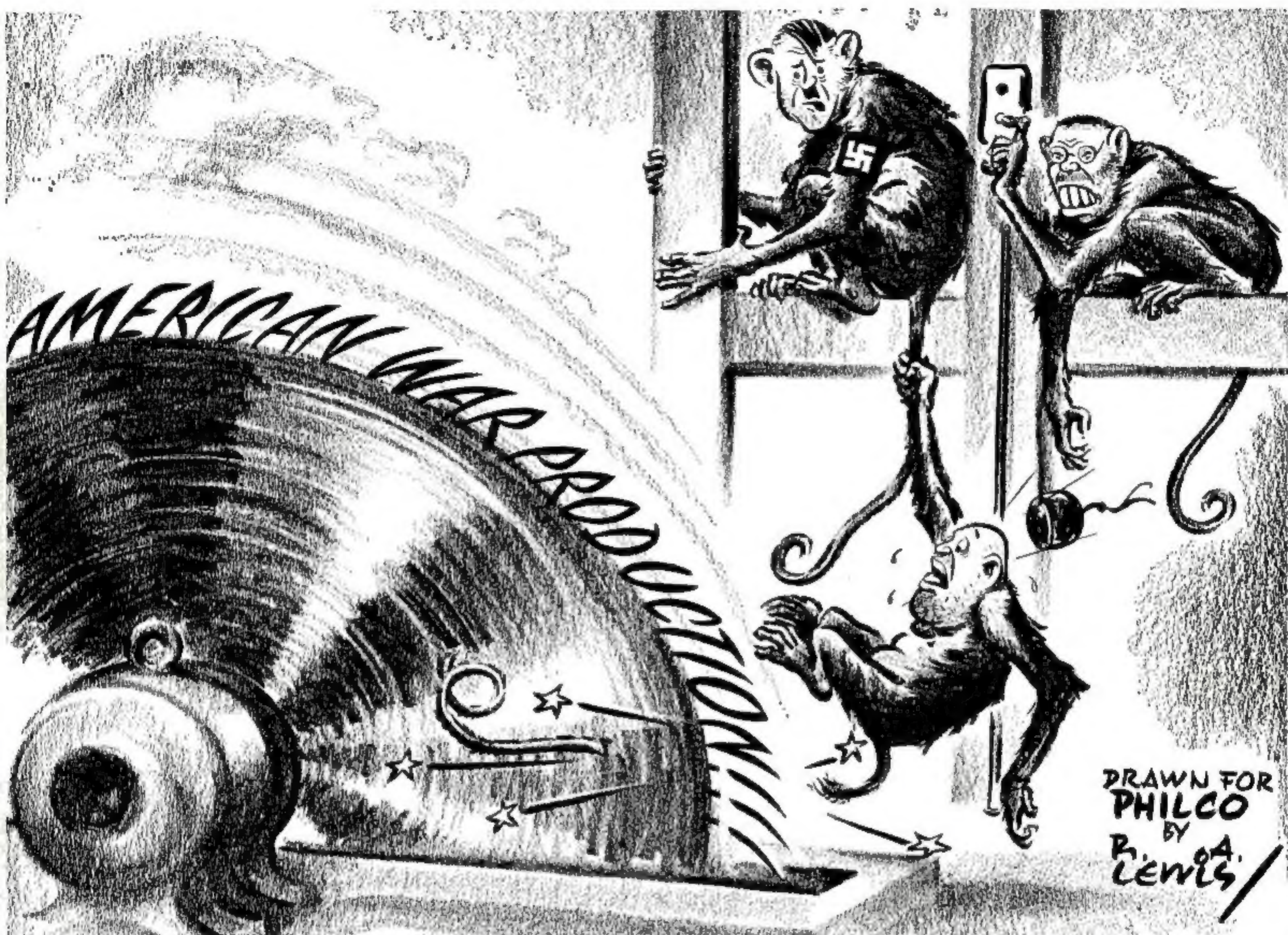
rolled piecrust. Flute the edges. Fill with this mixture, well blended: 5 lightly beaten eggs; 2 cups milk; 1 tsp. sugar; $\frac{1}{4}$ tsp. salt; $\frac{1}{4}$ cup grated sharp cheese; 4 strips Swift's Premium Bacon fried until crisp and broken in pieces. Bake for 10 minutes in a 450° F. oven; lower heat to 300° F. and bake 20 to 30 minutes longer. Top with America's best-liked bacon—*Swift's Premium*. When you buy this fine bacon sliced from the slab, look for the word SWIFT repeated down the side.



AMERICA NEEDS
YOU STRONG.
MEATS HELP MAKE
YOU SO.

*Buy Swift's Premium
for the
finest meats*

Don't Monkey with the Buzz Saw!



Copyright 1942—Philco Corporation

THE achievements of Philco engineers in the field of electrical science are known to millions of American homes. In the production of over 18 million radios, refrigerators and air conditioners, they have done their part to make America the most advanced nation of the world in the enjoyment of home comforts, conveniences and entertainment.

Today their knowledge, experience and ingenuity are merged into the nation's war effort. Their laboratories and assembly lines are devoted to the production of

the nerve-centers of modern mechanized warfare . . . highly specialized communications equipment, and intricate radios for tanks and airplanes. Their metal working divisions are producing artillery fuzes and shells. Again, doing their part that America may lead . . . that our army, our navy and our air force may be the most powerful and best equipped in all the world.

In this, the moving spirit of the men and women of Philco is "More! Better! Sooner!" And their faith . . . *Victory!*

Ross A. Lewis gives us this impression of the significance of America's industrial might in the fight for Freedom. It is one of a series being drawn for Philco by America's leading editorial cartoonists. They are being posted before Philco's soldiers of industry as an expression of their spirit and a reminder of the glorious purpose of their work.

Free Limited Offer . . . While available, a full size reproduction of the original drawing by Ross A. Lewis will be furnished gladly upon request. Simply address Philco Corporation, Philadelphia, Penna., and ask for Cartoon Number 15D.

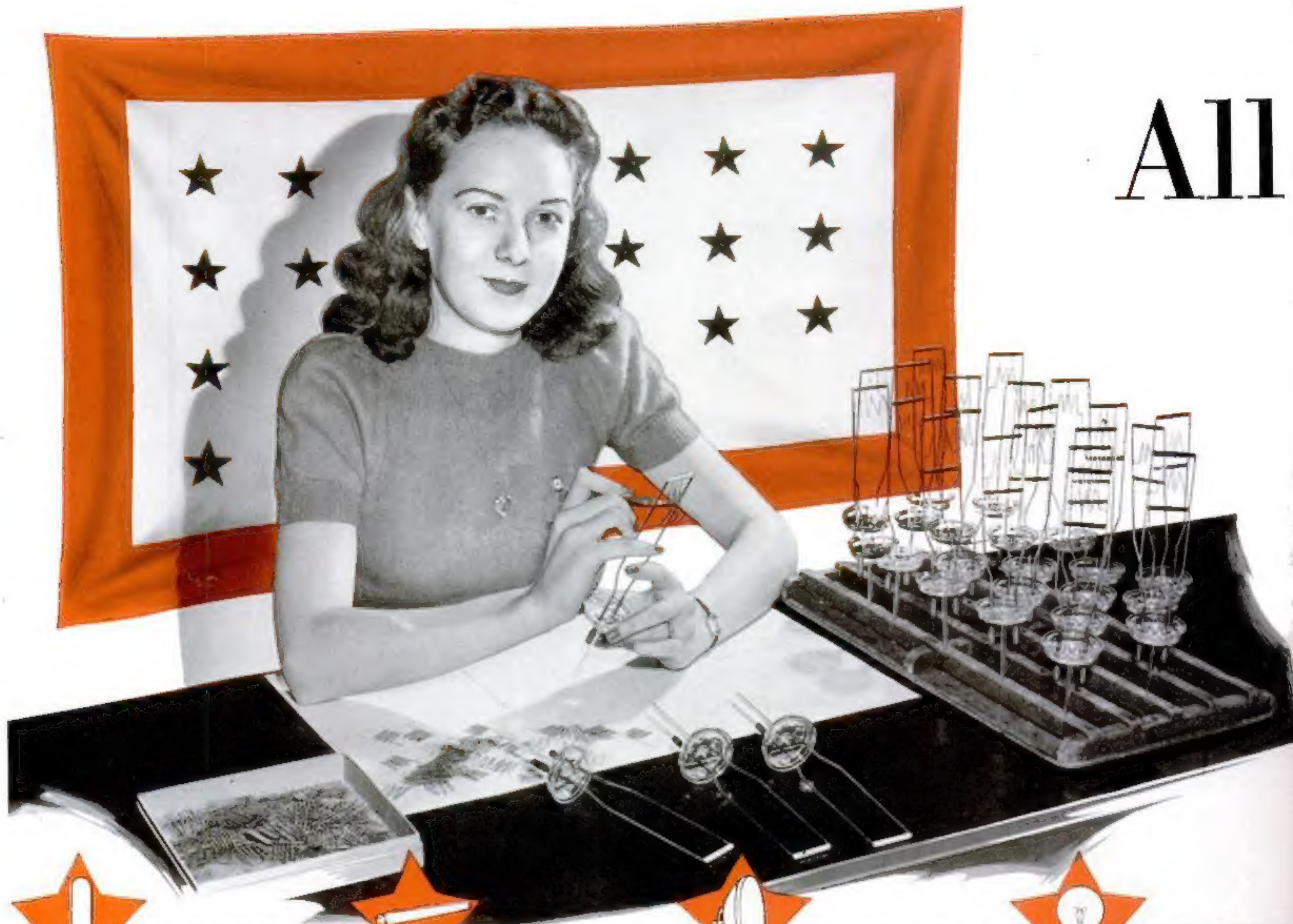
PHILCO CORPORATION



America is conserving its resources for Victory. As you save on sugar, rubber, gasoline and all products of peace-time consumption, remember too to preserve the use of the things you own. Through its national service organizations, Philco offers, at reasonable and uniform charges, the means of prolonging the life of Philco products.

RADIOS, PHONOGRAPHS, REFRIGERATORS, AIR CONDITIONERS, RADIO TUBES * * INDUSTRIAL STORAGE BATTERIES FOR MOTIVE POWER, SIGNAL SYSTEMS, CONTROL AND AUXILIARY POWER

All



In spotting raiders, or making rescue work easier for "PT" boats and sub-busters, these dependable, quick-acting naval searchlights, using G-E MAZDA lamps, earn their stripes again and again.



In bustling war plants—from coast to coast—G-E MAZDA F (fluorescent) lamps help speed production with 24-hour "daylight" . . . better light that helps men and women see better—see faster—work more accurately and safely.



A bomber, returning from patrol, lands more safely at its home base—thanks to G-E "all-glass" landing lights that pierce the night. Other G-E lamps light vital instruments, flight charts and signals.



In base hospitals, it's the shadow-free light from one of these surgical lighting units, equipped with several G-E MAZDA lamps, that helps surgeons do their jobs swiftly—save precious lives.



Tanks in action . . . a rescue at sea . . . wherever things are happening in this war, G-E MAZDA Photoflash lamps are doing their share to help the nation's armed forces and the press get better pictures, night and day.



Speed and safety are the watchwords today as heavy freight and troop trains rush through the night. G-E MAZDA lamps in locomotive headlights, block signals and switches are helping to "deliver the goods" on time!



"Up periscope!"—and the sub's crew stands ready for instant action. To give these trained men the necessary dependable light is the job of G-E MAZDA lamps like this, along with scores of other special bulbs.



An order for night attack—and officers get the details with the help of a tiny G-E bulb in a shielded flashlight. And in Civilian Defense as in combat zones, this familiar bulb renders invaluable service.

Service Stars aren't on Flags, Betty

Betty Nally works on lamp filaments in one of General Electric's many lamp factories.

She is one of many thousands of loyal workers, including scientists, engineers and technicians whose skill and years of experience are responsible for the "Stay Brighter Longer" qualities of General Electric MAZDA lamps.

Betty has a husband in the Marine Corps. A service flag in the window brings a war awfully close to

home. It makes a person think. The other day Betty asked herself if making lamp bulbs was really important in war time...if she might contribute more directly to the winning of the war...at some other job...some "war" job.

Betty did not realize that she was already in this war up to her pretty ears...that her service flag was really dotted with many stars, shining stars that were taking it and dishing it up on many different fronts.

General Electric is now making over 400 different types of lamps needed for war use. Here are a few of them.



The greatest ally of the saboteur is darkness—but around American war production plants and transportation centers flood-lighting from many types of G-E MAZDA lamps helps to give protection at night.



Shells move faster because G-E infra-red drying lamps have drastically cut finish-drying time. They serve other war industries, too... saving 24 minutes in turning out "jeeps"—over 2 hours on large caliber guns.



Today, when America needs ships as never before, giant yards work around the clock to produce these vital carriers. Thousands of dependable G-E MAZDA flood lamps help night workers do their job—help make ships faster.



Tanks and trucks rumble through the night—with blackout headlamps to guide them faster, more safely, unseen by enemy flyers. And at the heart of this new aid to blackout seeing is another bulb made by General Electric.



On the home front, too, lamp bulbs have an important task, guarding eyes from strain. So when you buy a lamp bulb, be sure that it's the right size and the kind made to stay brighter longer—a G-E MAZDA lamp.

G-E MAZDA LAMPS
GENERAL  ELECTRIC

MAZDA—not the name of a thing but the mark of a research service

This One



Z7J3-QCC-1ZSD



THE NEW SUPERFINE KOLYNOS TOOTH POWDER!



That's because the new Kolynos Tooth Powder is Super-Pulverized. This amazing process grinds and re-grinds tangy-flavored Kolynos into microscopic particles as superfine as an expensive face powder. And, as so many dentists will tell you, a powder as soft and fine as this is sure to be safe, gentle-acting . . . really good to your teeth!



And this foam is so fine in texture that it gets into the crevices . . . helps the toothbrush whisk away those hidden food particles that often cause discoloration and decay. You'll find that ordinary surface stains disappear as if by magic! In fact, the new superfine Kolynos combines the foaming action of toothpaste with the cleansing action of powder . . . cleans teeth evenly . . . thoroughly . . . leaves no gritty residue.



You, too, will like the completely new and different flavor of Kolynos. It's tangy . . . bracing . . . lingers on after each brushing.



Try Kolynos at our risk. You must agree that it does a better job of cleaning your teeth . . . refreshing your mouth, or you get **DOUBLE YOUR MONEY BACK!**

KOLYNOS TOOTH POWDER

IT'S GOOD TO YOUR TEETH BECAUSE IT'S SUPERFINE!

LETTERS TO THE EDITORS

THE TRUTH

Sirs:

As an extremely busy physician in a city intoxicated with war, I am daily required to diagnose my patients' ailments. I am also obligated by my conscience and the faith of my patient to tell him the truth concerning his affliction, and the very best method in my knowledge to relieve himself of that ailment.

A parallel can be drawn between this and our present national situation. During 15 years of medical experience I have always found it best to tell the patient the whole truth concerning his physical situation. Our nation is without its whole health. It is ailing from a lack of truth as to its true condition and what it must exact of itself to regain national and international health. Let our presidential doctor and his consultants inform their national patient what is wrong and what must be done and sacrificed immediately to insure a certain recovery. With such an antitoxin we shall arise with added strength to cast out any bacterial or parasitic invasion of our homes and our rights.

W. A. RYON, M.D.

Washington, D. C.

Sirs:

Thank you for your Newsfront page regarding Congressman May and his predictions (LIFE, July 20). It is up to you to get across to men of his like that we want to fight a war, not an election campaign. Tell Congress and the rest of the Government to give us the truth, the cold, hard facts. Then, and only then, will we begin to take notice and look around us.

CARROLL DUNHAM IV

New York, N. Y.

Sirs:

If Congressman May has "secret information" that war will be over in 1942, at the latest 1943, he must have received it from the Germans who are sure that at that time they will be the victors.

ANNA ADELE CHENOT

Smith College
Northampton, Mass.

Sirs:

Those of us now confined to Japanese evacuee camps realize better than most the terrible price that will have to be paid before the U. S. can emerge victorious. Most of us have no loyalty other than to the U. S., and expect no sympathy from Tokyo's war lords if we don't win.

I got back home a few weeks before Pearl Harbor, after three years of newspapering in Singapore, Shanghai and Tokyo. I was appalled to read of supposedly responsible Congressmen boasting that Tokyo could be razed to the ground within three months by American bombers.

On the other hand, Japan is vulnerable and can be beaten, but she won't be unless Americans are prepared to make the necessary sacrifices. Tojo isn't fooling, and it's high time every last American demanded aggressive leadership.

WILLIAM HOSOKAWA

Camp Harmony
Puyallup, Wash.

KISSES

Sirs:

The article on lipstick kisses (LIFE, July 20) was very interesting to me as I have been using this type of signature for at least nine years.



MISS ANDERSON'S KISS

To all the boys in the Armed Forces, I send my kiss for victory.

DOLLY ANDERSON

Rochester, N. Y.

Sirs:

Your magazine inspired my wife to the most unusual procedure I have witnessed in 14 years of married life. I found her sitting in front of a mirror



MRS. CARRIGAN'S KISS

with a piece of paper and giving it a healthy kiss. Comparing results with what you printed, I must admit her product does not seem bad.

STOKES B. CARRIGAN

Wynnewood, Pa.

Sirs:

We gals who like the kind of lipstick that doesn't come off use this lip-



DIME STORE'S KISS

print stationery—from the dime store.

JEAN HOERMAN

Chicago, Ill.

Sirs:

. . . This kind of stuff is repugnant and nauseating.

R. L. PHELPS

Indianapolis, Ind.

ALL-OUT

Sirs:

I am one of millions of Americans who are crying inwardly for something real to do. We have too much money to spend. Life for us is the same as it was before the war. We don't want that easy, soft life any more. We want to do our share now.

We are just waiting to be told how we can go all-out.

ELIZABETH KELLER

Hilton, N. Y.

Sirs:

. . . Higher and higher wages. Bigger and bigger profits. Higher and higher farm prices. Pleasure and more pleasure. All these won't mean a thing if we lose this war. For we won't have them any more.

C. L. STOUT

Memphis, Texas

Sirs:

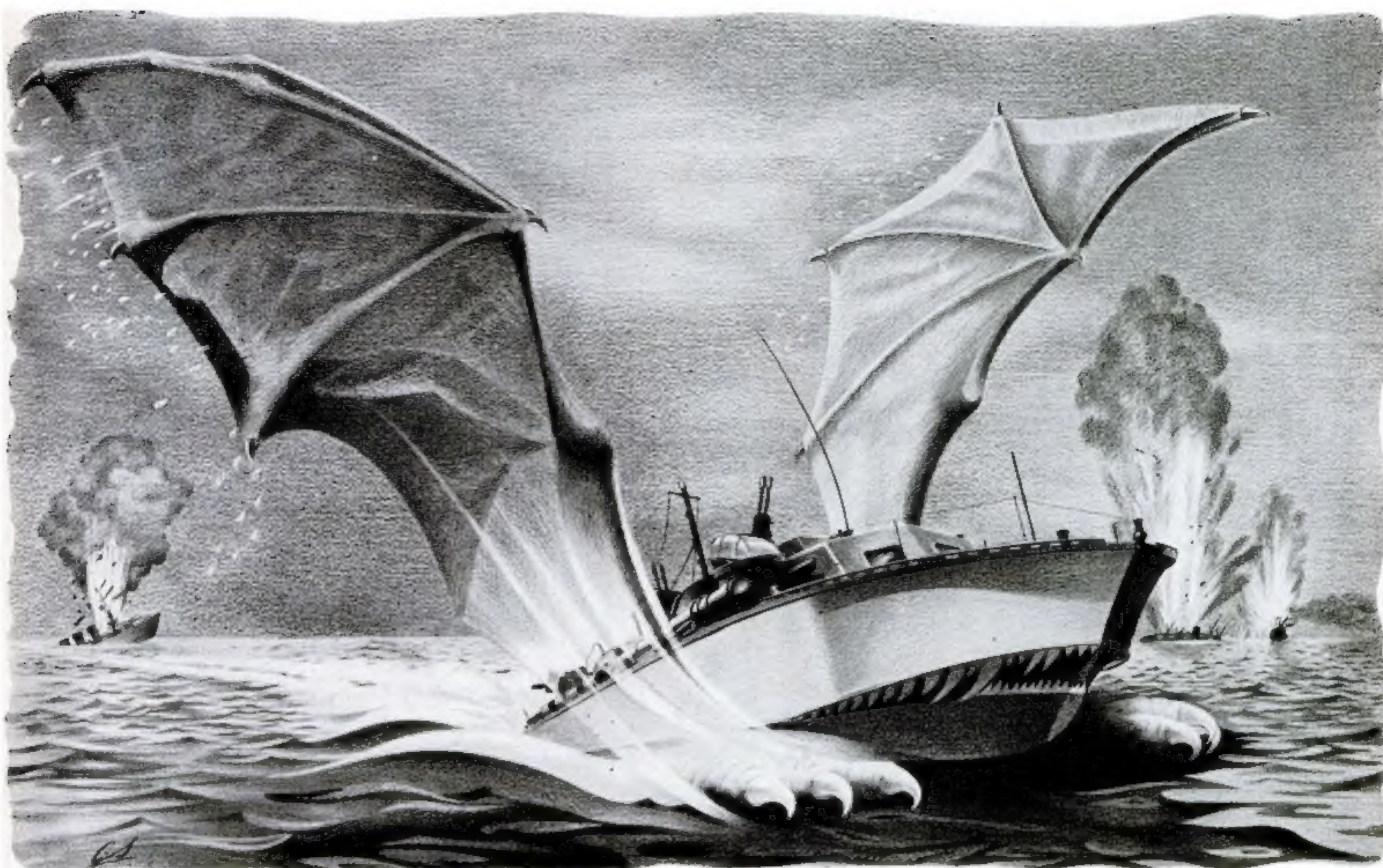
Your pictures of the fall of Bataan (LIFE, July 20) are sad enough to move the toughest American to tears. They should be on the desks of our Congressmen and industrial leaders so that each morning they could look down that line of haggard American soldiers standing in humiliation before that Japanese officer; that each time they thought of "which decision would bring the most votes in the fall," they could see those Filipino boys carrying a white flag and asking mercy of the Japs; that each time they spoke of strikes and labor disputes, they could see the weary faces of that party of American officers awaiting surrender; and that each time they thought of complacency, they could see that same Old Glory that so proudly and beautifully floats over our buildings, lying on the ground in a heap.

Let these scenes haunt every American when he awakes in the morning; let them spur him on when he tires in the plant; and let them sear themselves on our hearts and minds until we exist solely to demonstrate to those boys that their belief in America was not unfounded.

JAMES W. USELLER

Pittsburgh, Pa.

(continued on p. 6)



"THE AMERICAN MONSTER WITH THE FLAPPING WINGS!"

WHEN Lt. John D. Bulkeley, U.S.N., returned from the Far East, he brought with him news of the Tokyo broadcast, that said:

"America has developed a secret weapon, a monster with flapping wings, which makes a lot of noise and fires torpedoes in all directions."

What "secret weapon" threw the Japs into this blind frenzy, dreaming up wings that just weren't there? It was the Navy's incredibly fast, highly versatile PT boats, powered by Packard. They're the boats that sank Jap transports in Subic Bay,

that sent a Jap cruiser to the bottom, downed dive bombers, strafed troops on shore. One of them carried General Douglas MacArthur safely away from Corregidor.

You can get an idea of what we mean by *fast* when we tell you some of the history of the PT boats.

Powered By Packard

Ever since World War I, Packard has carried on research and development work in aircraft-type marine engines. Speedboats provided a natural

proving ground and, year after year, famous craft powered by Packard engines outraced the best to be had in international competition.

When the Navy needed power for its PT boats, Packard was ready to roll with a super-charged marine engine perfectly suited to the job. Long before Pearl Harbor, the assembly line was sending an endless stream of these precision giants to boat builders here and abroad.

Precision Production

Packard wartime production is *precision* production—marine engines for the PT boats, Rolls-Royce engines for aircraft—both assignments of the most exacting kind.

Out of this experience are emerging new discoveries and advanced techniques that will be reflected in the Packards of the future.

ASK THE MAN WHO OWNS ONE

PHOTO COURTESY ELCO NAVAL DIVISION



PACKARD
FOR PRECISION POWER



The Navy "E"—awarded to Packard's Marine Engine Division "for Excellence and Achievement"

MRS. AMERICAN HOUSEWIFE

of You we Sing!



★ PEQUOT hails the Great American Housewife—
★ who has made our way of life worth fighting for!

ON TWO accounts, Mrs. Housewife, you deserve your nation's thanks. First, for your ideals. And second, for your calm readiness to work for them—to fight for them, when you have to.

Thanks to your energy and progressiveness, our children have grown stronger and healthier each year. Our homes are the most convenient in the world, our standard of living the highest.

Naturally, Pequot is proud to be part of your ideal of the

"good life." We read with pleasure the friendly letters you write us. We glow with pride when, in nation-wide polls, you vote Pequot your favorite sheet.

Since Pequot Sheets represent years of effort to perfect the ideal combination of sturdy wear and luxury, we think your choice of Pequots is significant. We think your common sense, your keen feeling for value, have molded national ideals more than you yourself realize.

PEQUOT MILLS, SALEM, MASS.



PEQUOT SHEETS

PEQUOT...AN INDIAN NAME

PRONOUNCED PEE-KWAT

LETTERS TO THE EDITORS

(continued)

WORD FROM SWITZERLAND

Sirs:

You cannot imagine how anxiously I was awaiting the first copy of LIFE after Pearl Harbor. Only after three months of waiting did it arrive. It was still top news.

Your frankness in publishing those pictures of the attack on Pearl Harbor shows the moral strength of the American people. They can also take bad news and these pictures will give them the grim determination to slap back at the enemy some day.

You may not hear much from our little country, which with incredible luck has not been drawn into the struggle. Our democratic institutions are more than 400 years old and we intend to remain a free country. So you can imagine to whom all our sympathy goes.

FRED KUSTER

Berne, Switzerland

JEEP

Sirs:

In your story about the jeep (LIFE, July 20), no mention is made as to why the name "jeep." Here's the lowdown in a letter from Lieutenant William V. Durkin, U. S. Army:

"On the little plate on the dash which carries the number and such stuff is 'Nomenclature—Ford G.P.' How long do you think it took a transportation sergeant to tell a driver to go get that jeep out there and—Get the idea?"

J. K. LAYTON

Paint Lick, Ky.

● Since not even the U. S. Army Information Office knows how the jeep got its name, this theory is as good as any.—ED.

Sirs:

What I want to know is whether a jeep is a jeep or a peep—or is the peep a jeep? Help!

VICTOR HERBERT JR.

Chicago, Ill.

● To help Reader Herbert (no relation of the late composer), LIFE advises him to stick to "jeep." The Quartermaster Corps calls it jeep; the Armored Forces call it peep. LIFE prefers jeep.—ED.

JONES, NOT RYE

Sirs:

LIFE's cover for July 20 showed Miss Hess wearing a short coat at Rye Beach.



JONES BEACH

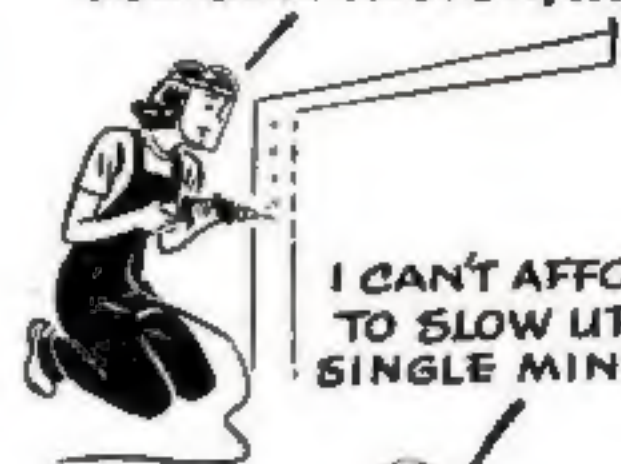
N. Y. The background is more like Jones Beach, N. Y. Am I correct?

MICHAEL BORYS

Yonkers, N. Y.

● Yes.—ED.

I WORK IN A BOMBER FACTORY...



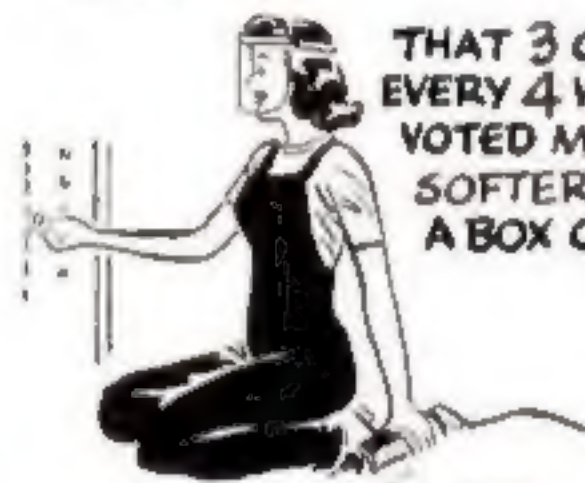
NO MATTER WHAT DAY OF THE MONTH IT IS, SO BELIEVE ME...



I NEED MORE COMFORT NOW THAN EVER, AND WHEN I HEARD --



THAT 3 OUT OF EVERY 4 WOMEN VOTED MODESS SOFTER—I GOT A BOX QUICK!



GLAD I DID? YOU BET!



Looking for extra comfort? Try Modess! You'll soon see why 3 out of every 4 women in a nationwide test voted Modess softer than the napkin they'd been buying!

* Get the full details of the Softness Test! Write The Personal Products Corp., Milltown, N. J.

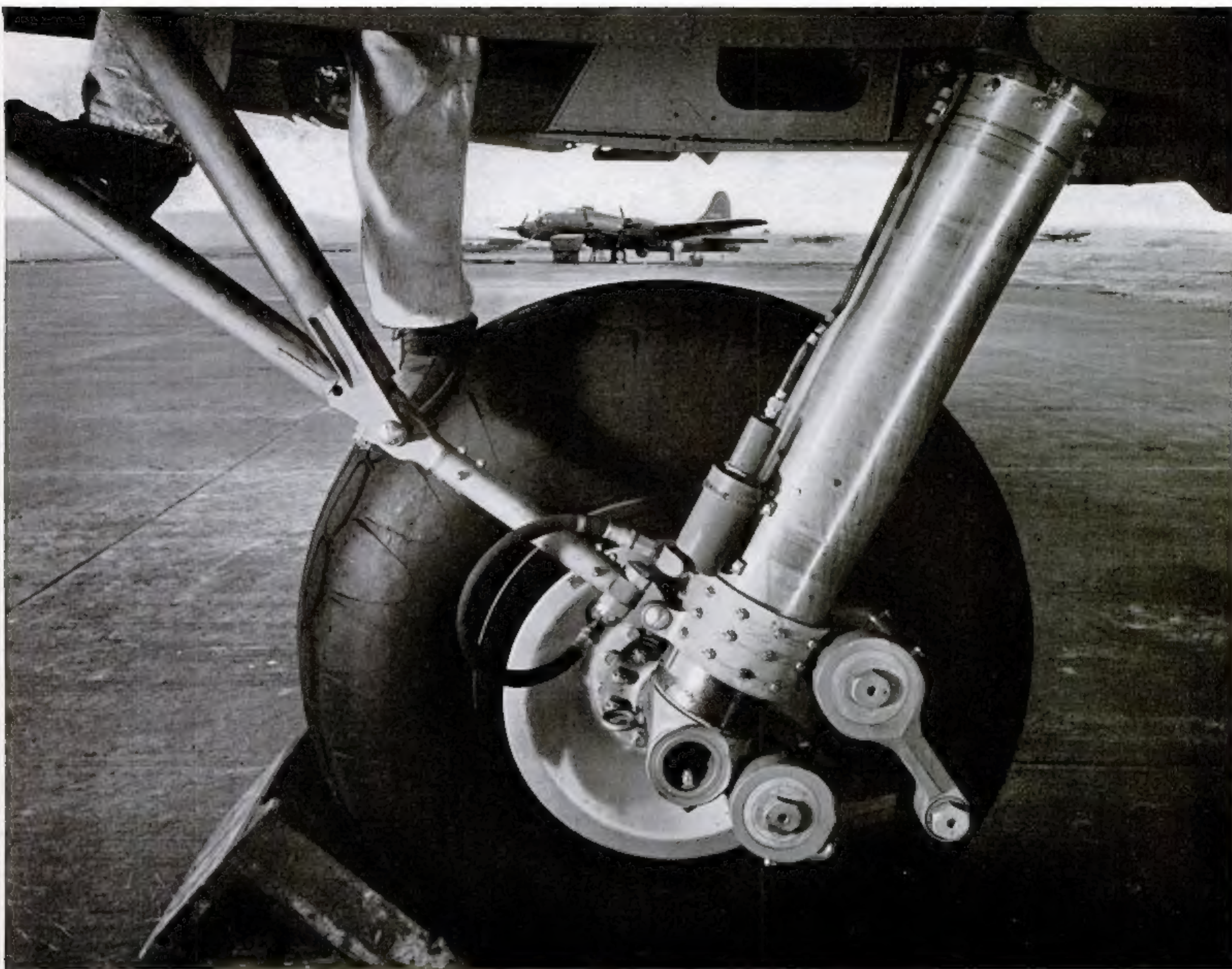
3 out of every 4 voted Modess softer

LOOK! GIRLS, IT'S THE NEW Boudoir BOX!

AT LAST A BOX THAT DOESN'T SHOUT SANITARY NAPKINS!



All that shows on your closet shelf is a charming print pattern. Only Modess has it! And Modess gives you the Boudoir Box for both Regular and Junior size napkins. Still another reason to buy Modess—quick!



All set for an eighty-ton punch on the nose

In a perfect three-point landing, the landing gear must resist a force equal to the full weight of the airplane. In a moderately bad landing, the impact may double the force to be resisted. On a very bad one the force may be more than tripled.

Try these figures on a 25-ton airplane — a Boeing Flying Fortress,* for example — and you will see why the landing gear has to be able to take it, and take it, and take it.

The design and development of landing gear is part of Boeing engineering history. More than 18 years ago Boeing developed the first oil-hydraulic

airplane shock absorber. This type of shock absorber is now in use on all large commercial and military airplanes, including the Flying Fortress.

That the landing gear of the Fortress *can* take it has been proved many times in severe drop tests made by the Army Air Forces at Wright Field . . . and in landings, equally severe, made at other fields — from Hawaii to the British Isles.

This extra-strong, extra-light landing gear is one of the many reasons why the crews of the Flying Fortresses are so loyal to the mighty bombers they fly. It is one of the extra margins of safety that make

the Fortress such a rugged soldier in action. A pilot knows that, when necessary, he can ask a little more from this plane, and get it.

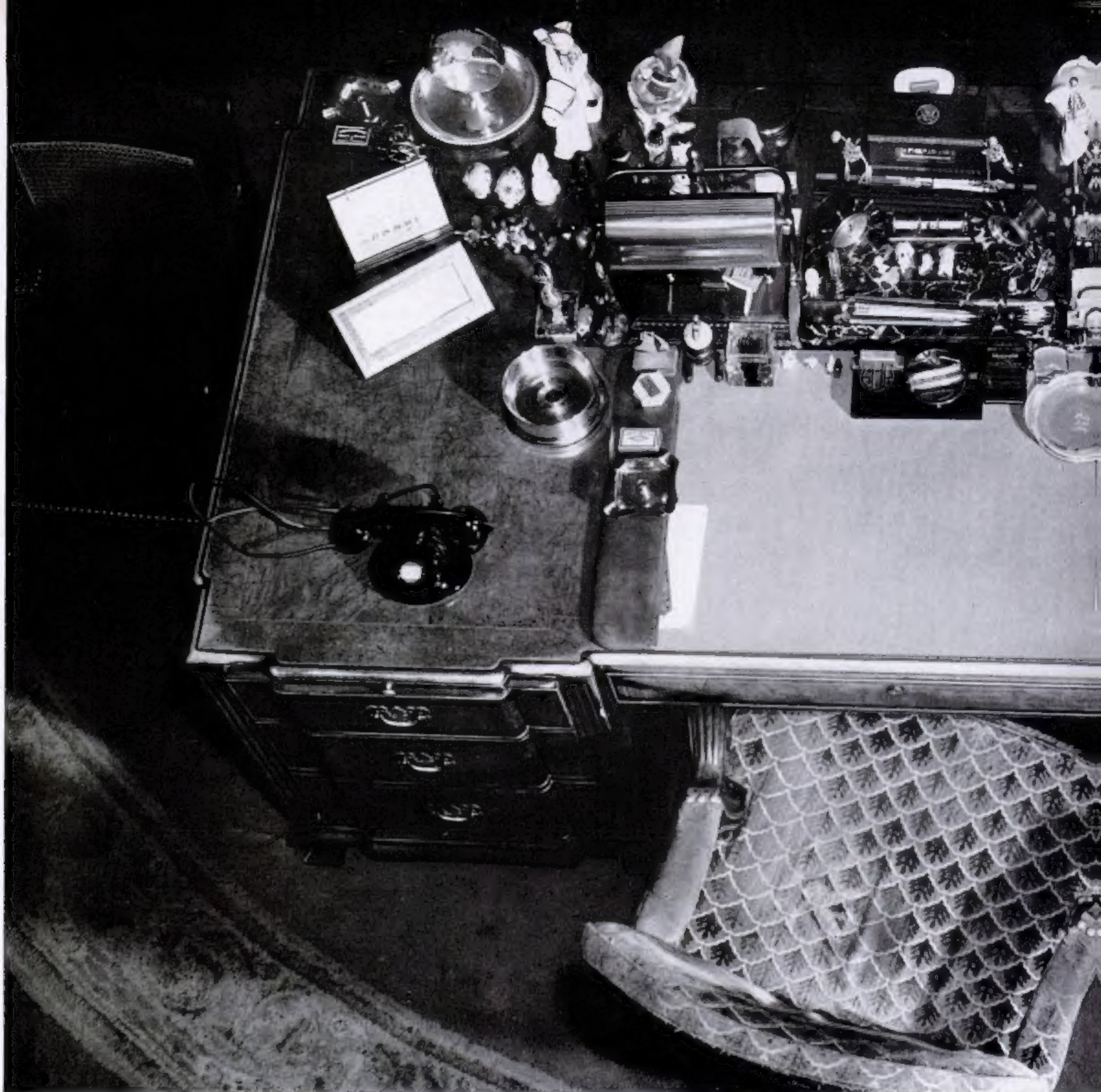
The success of the Boeing landing gear on the Flying Fortress is the result of years of research by Boeing structural engineers working to make stronger, lighter structures out of metal.

The increase in the strength of metal structures . . . together with the decrease in weight . . . is only one of the many projects which form a constant part of the Boeing engineering schedule.

DESIGNERS OF THE FLYING FORTRESS • THE STRATOLINER • PAN AMERICAN CLIPPERS

BOEING

*THE TERMS "FLYING FORTRESS" AND "STRATOLINER" ARE REGISTERED BOEING TRADE-MARKS



PRESIDENT'S CURIOSA TAKE UP A GREAT SHARE OF HIS DESK BUT LEAVE HIM AMPLE ROOM IN WHICH TO WORK. ON CARPET (LOWER RIGHT) ARE FALA THE SCOTTIE'S PLAYTHINGS.



A warning sign to Americans is a gift to the President from the enterprising Hearth & Home Industries of Standish, Me.



Blank engagement pad means only that these pictures were taken while the President was away. Usually it is well filled.



The seven books on desk include two copies of a thesaurus and Congressman Sol Bloom's official *Story of the Constitution*.



SPEAKING OF PICTURES...

...THE PRESIDENT'S DESK IS COVERED WITH GIMCRACKS

On the first floor of the Executive Wing of the White House is the President's office. One of the most important rooms in the country, the office is where President Roosevelt meets most of his distinguished visitors, where he signs legislation, where he holds press conferences. Here, whether visitors are diplomats or soldiers, newspapermen or old friends, one thing catches the eye. For almost as interesting as the people themselves or the events which take place here is the President's desk and the gadgets piled on it.

Fortnight ago, during one of the rare daytime moments the President spends away from his office, LIFE Photographer Tom McAvoy, an old hand at White House coverage, took these pictures of America's most famed collection of desk impedimenta.

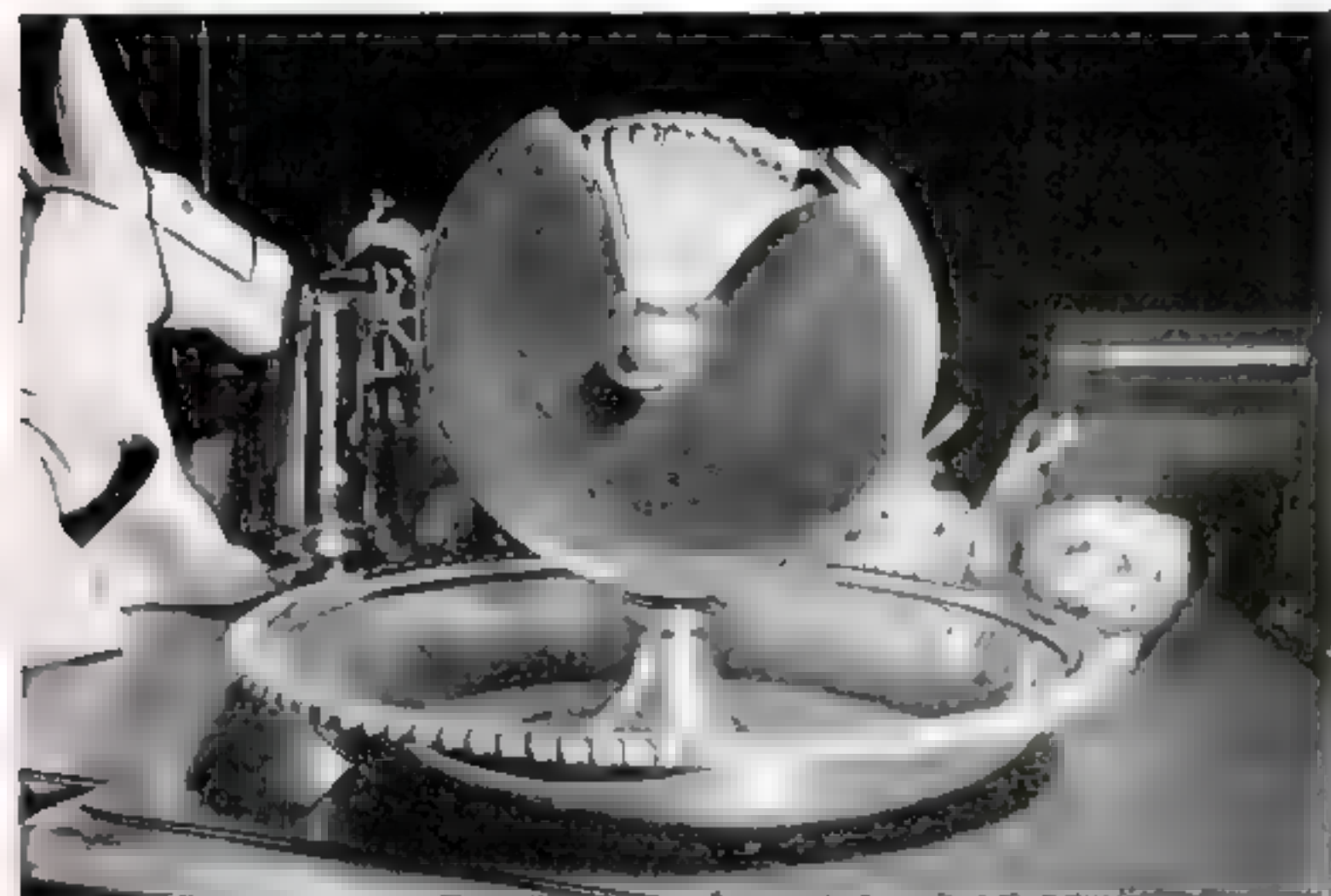
The President is already noted as a collector of ship models, slip prints and stamps. These gimcracks mark him also as an inveterate souvenir gatherer. Scattered around his desk in well-ordered confusion, the objects are:

A magnifying glass for the stamp collection, two tiny cigars left as calling cards, a 1940 Democrat campaign pin, an electric clock, an engagement pad, several calendars, six china pigs (miniature pigs are favorites in a collection of more than 200 of them), two Snooty Love Dogs (possessed of amazing magnetic power), a clock and barometer set brought down from Albany, two cigaret lighters (one of which does not work), a rooster, a bunny rabbit, a Chinese doll, an elongated cigaret holder from India (in a case), nine ash trays, seven books, three paperweights, a small American flag, a collection of small dogs, two elephants (one ivory, one stuffed) and an elephant's rear end fashioned from a tree root.

For much more functional though less important desks, turn the page.



The office is oval-shaped. Behind the President's desk, through the tall bow windows, can be seen the South Lawn of the White House grounds. In front of it is a white-mantled fireplace.



Revolving match-holder ash tray was a present from Fort Worth's ebullient Publisher Am on Carter. It was presented at Christmas 1937. Carter usually gives his friends enormous cowboy hats.

"Smile, when you call me a Splurger!"



MY SISTER-IN-LAW is a one.

She looked at my wonderful new sm-oo-th Cannon Percale Sheets the other day and said: "Hm—I thought you said you'd buy only *necessities* for the duration."

"And that's exactly what I did do, my pet," I came back. "First, we needed new sheets desperately or I wouldn't have bought *any*."

"Well, aren't *percale* sheets a bit of a splurge?"

"ME—a splurger? I should sa-ay not! Don't you know that Cannon Percale Sheets *cost just about the same as heavy-duty muslin*!"

"What? *Genuine* Cannon Percale Sheets?"

"That's a fact," I said. "And did you know they've got 25% more threads to the square inch than even the best grade heavy-duty muslin?"

"And," I went on, "do they wear! What's more, I'll save as much as \$3.25 per bed each year at average pound laundry rates because percale is *lighter*."

But she was already on her way to the store ... I guess Cannon Percale Sheets sounded just as good to her as they did to me!

Cannon Percale Sheets



Made by the Makers of Cannon Towels and Hosiery



How I make my sheets last longer

IN THESE DAYS we all have to make everything we own last longer. Here's how I handle my sheets:

On washday. I don't soak sheets overnight ... unnecessary ... 15 minutes before washing is plenty. I don't use a bleach if I can hang sheets in the sun to dry. When I do use a bleach, I put the bleach in the water and make sure it's mixed thoroughly before I put the sheets in. And I always rinse *twice* after bleaching.

I always hang sheets evenly. I never use pillow cases for laundry bags. I don't let my iron get too hot and I never press the folds of a sheet. That's harder on a sheet than actual wear!

I have enough sheets. Sheets need a rest, too. 6 for each bed is recommended. 2 on the bed, 2 in the laundry, and 2 on the shelf. I rotate my sheets, too. I put the newly laundered sheets on top of the pile and I pull from the bottom for use.

I rely on a good name. I know I can trust the name Cannon. And in these days, it's more important than ever to rely on a good manufacturer's name for all the things you can't see for yourself. I am as proud to own Cannon Percale Sheets as I've always been to own famous Cannon Towels.

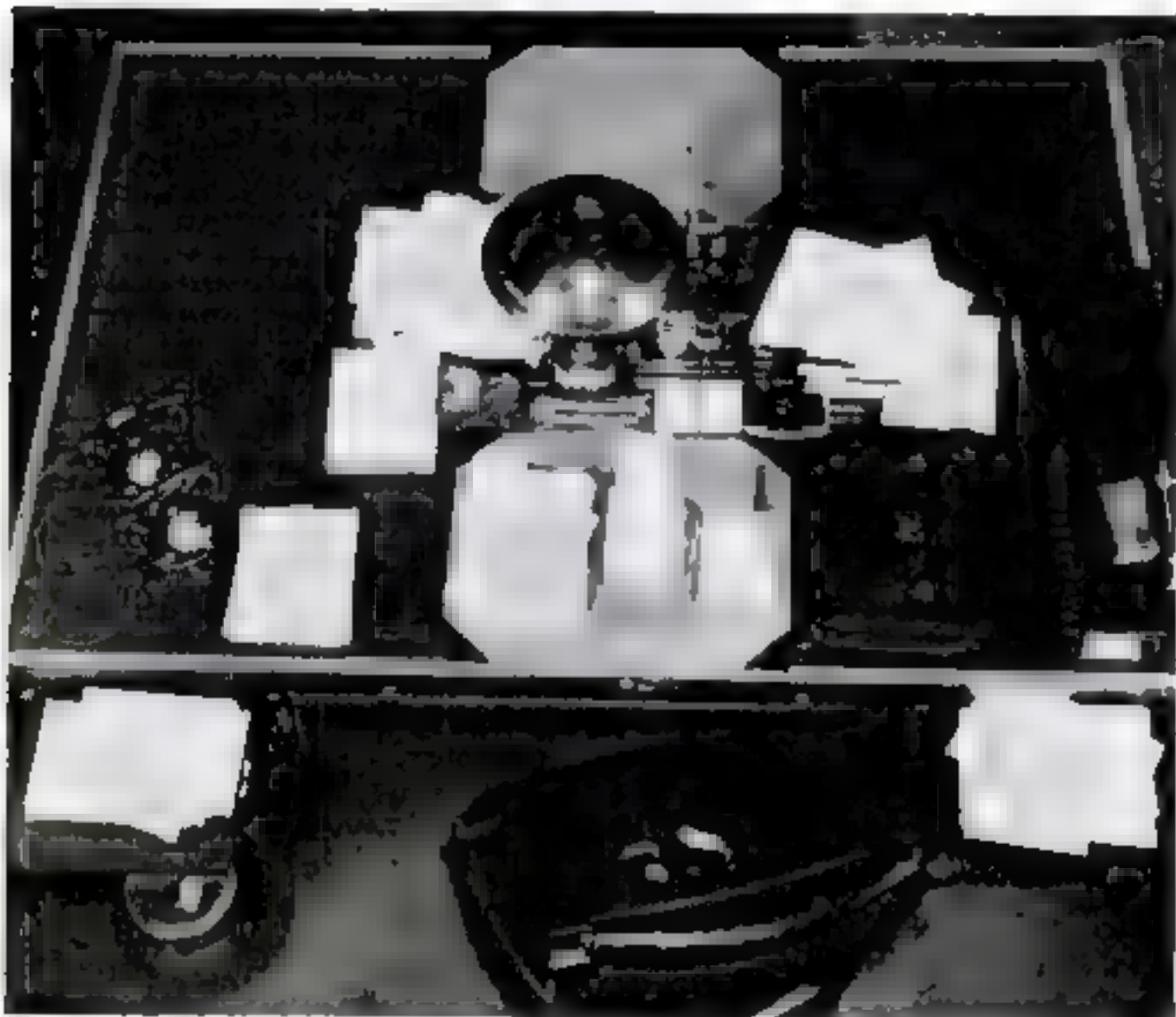
Your store has a real value in Cannon Muslin Sheets. High quality and fine appearance make these long-wearing sheets an excellent buy at a low, popular price. Cannon Mills, Inc., New York.

SPEAKING OF PICTURES

(continued)



Harry Hopkins' desk is in the old Lincoln office where the Emancipation Proclamation was signed. Hopkins' desk is stripped to bare essentials, has only working tools.



Secretary of State Hull's desk has work at hand arranged in neat and orderly piles. Mr. Hull has four phones, keeps several memorandum pads filled with jotted notes.

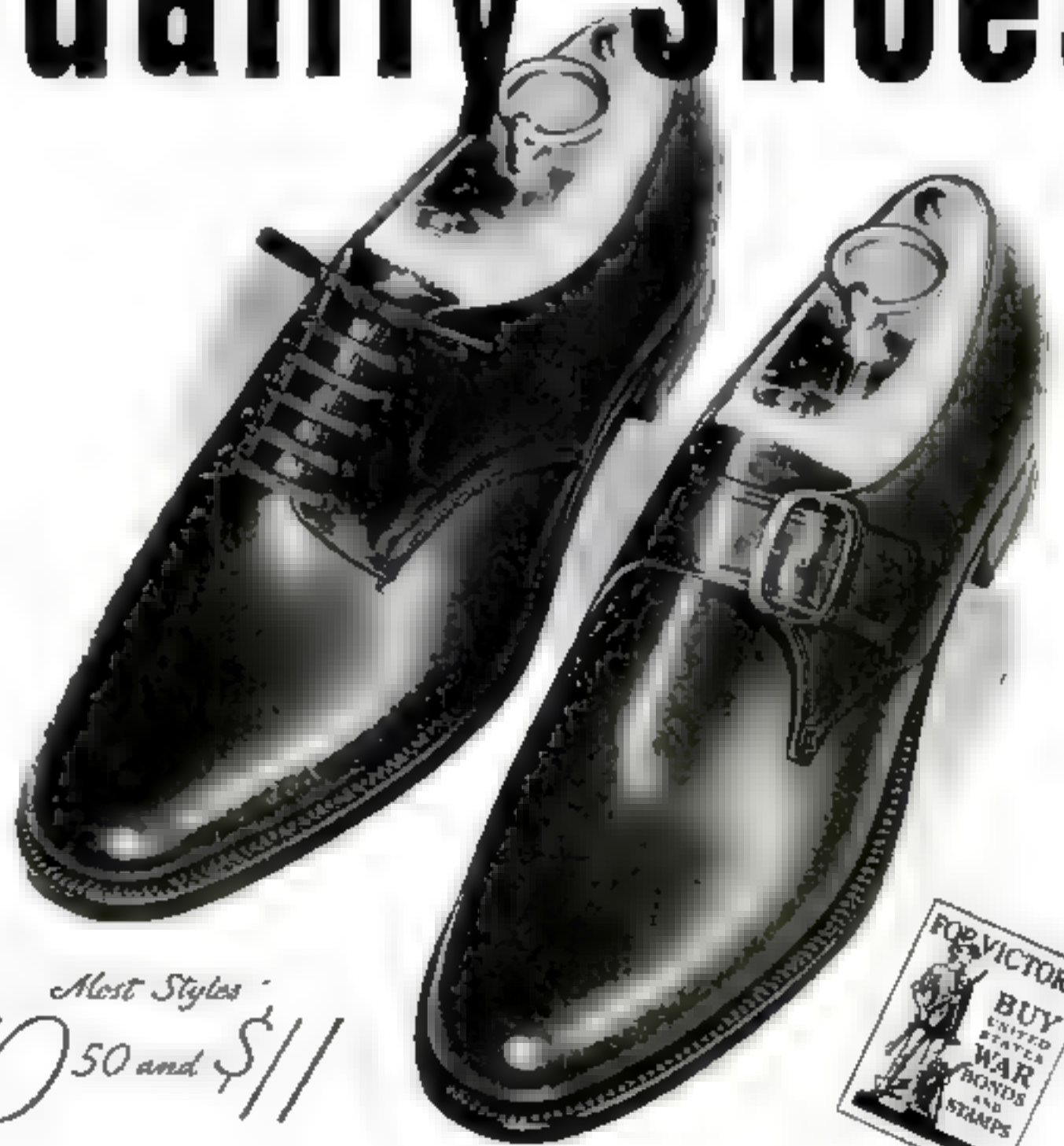


Mrs. Roosevelt's desk is kidney-shaped, has a definite feminine quality about it. It is at this desk, when she is in Washington, that she dictates her daily newspaper column.

AMERICA WILL MARCH TO VICTORY
ON THE LEATHER YOU SAVE



Make your
shoes last longer...
buy **Florsheim**
Quality Shoes



Most Styles
\$10.50 and \$11



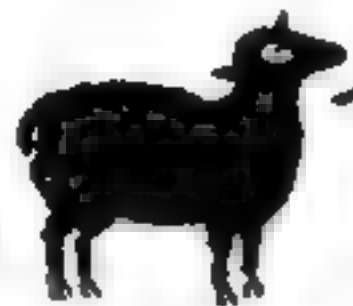
THE FLORSHEIM SHOE COMPANY
MANUFACTURERS • CHICAGO

Makers of Fine Shoes for Men and Women

I can't do anything about it - but you can use Mum



2 BLACKSHEEP TALK IT OVER



by Don Herold

The blacksheep on the left knows he's black. The fellow on the right doesn't know why people shun him.

We all ought to carry with us some delicate instrument—an odorometer—which would measure our underarm perspiration aura . . . to let us know how we stand.

Since we don't, it's smart to assume we are guilty of this crime unless we do something regularly to insure our innocence. Blacksheep No. 2 above assumes he's sweet and can't understand why he sinks socially.

The commonest mistake is to think that frequent baths prevent risk of underarm odor.

But the truth is, the best and soapiest of baths may soon wear off, and acute perspiration unpleasantness set in. Baths work backwards. Mum, on the other hand, acts hours ahead to guard you against perspiration odor unpopularity.



Mum is a pleasant, time-tested cream which prevents perspiration odor without stopping perspiration, irritating skin or injuring clothes. A dab or two under each arm each a.m. and before going out in the p.m. will fix you up. See your druggist today.



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IN OUR NINETY-FIRST YEAR

LIFE'S COVER

LIFE



Brigadier General Claire Lee Chennault: born in Texas, 1890; enlisted in Army Air Force, 1917, barnstormed around country in Army's flying circus, 1922; retired because of deafness, went to China to plan aerial defense, 1937; commanded A. V. G., 1941; made chief of U. S. Air Force in China, 1942.

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*With the armed forces

†Prisoner of war

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LIFE'S PICTURES

Johnny Florea, whose Picture of the Week shows cadets taking the bombardier's oath (p. 21), always carries a loaded camera—just in case. As a news photographer for the San Francisco *Examiner* he specialized in covering crime stories. A professional actor on the side, Florea's last "role" was as one of the rumormongers in the Turkish bath scene of *Have You Heard?* (LIFE, July 13). Florea is 26, lives in Los Angeles.

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Can twins be divorced?



The Davis Twins, United Air Lines Stewardesses, tell how Pepsodent Tooth Powder came between them.



"We're typical twins, Athalie and I. Look alike, dress alike, share the same problems of mistaken identity. We've always been together on everything . . . except once. That was the time I "divorced" my twin . . . for test purposes only. I switched to Pepsodent Tooth Powder. Athalie went right on using another well-known brand."

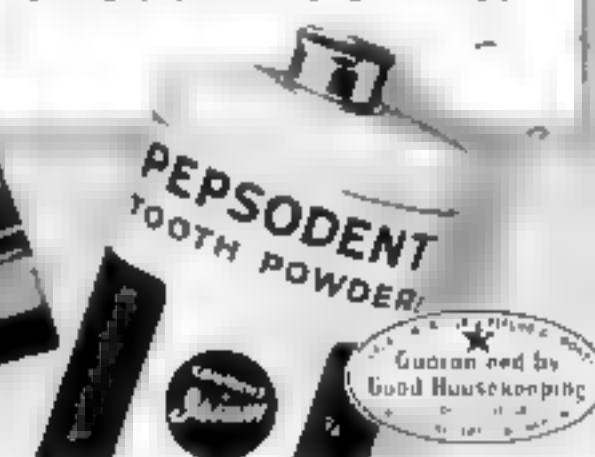


"Even when we dressed alike, people began to know us apart. My teeth became *twice as bright* as my twin's . . . thanks to Pepsodent! It was easy to tell who was who . . . but not for long. Athalie had enough of our trial separation. So she switched to Pepsodent, too. And is she glad! Nothing but Pepsodent for us from now on."

Davis twins confirm laboratory proof that
Pepsodent Powder makes teeth
TWICE AS BRIGHT



INDEPENDENT LABORATORY
TESTS FOUND NO OTHER
DENTIFRICE THAT COULD
MATCH THE HIGH LUSTRE
PRODUCED BY PEPSODENT.
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PRODUCES A LUSTRE ON
TEETH **TWICE AS BRIGHT**
AS THE AVERAGE OF ALL
OTHER LEADING BRANDS!



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... see your dentist twice a year!



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MECHANICS

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He performs all service operations at reasonable rates. . . . It
pays to see your Chevrolet dealer for *car-saving service* because,
for years, Chevrolet dealers have had the largest number
of *trade-ins* and, therefore, the widest experience in servicing
all makes and models. . . . Better have a check-up today.

CHEVROLET MOTOR DIVISION, General Motors Corporation, DETROIT, MICHIGAN

Originator and Outstanding Leader "CAR CONSERVATION PLAN"



ON BASTILLE DAY GEN. DE GAULLE, HEAD OF THE FIGHTING FRENCH, MEETS GEN. EISENHOWER (RIGHT), HEAD OF A. E. F., AND ADMIRAL STARK, HEAD OF U. S. NAVY IN EUROPE

THE FIGHTING FRENCH AWAIT THE INVASION

The Germans last week took great trouble to show off their strength in France. Troops of the Elite Guard, best in the German Army, paraded down the Champs-Élysées in Paris—"proceeding," said the German radio, "in a westerly direction." They would be marching, that is, towards a possible second front along the coast.

This was the Nazis' oblique but not very subtle way of telling Frenchmen to place no hope in an Allied invasion that would set them free. But there were only a few people standing on the Paris sidewalks to watch the Elite Guards go by. The French still had

spirit enough to hope. On Bastille Day they had paraded in the streets of Occupied France, had flaunted tricolors and sung the *Marseillaise* in public squares.

In London on Bastille Day, General Charles de Gaulle greeted America's two top military men in Europe—Lieutenant General Dwight Eisenhower and Admiral Harold Stark. The handshake (*see above*) was no empty symbol. Eisenhower's A.E.F. has been steadily reinforced. Last week, four more U. S. air generals arrived in England to join him. And General de Gaulle's position was greatly strengthened recent-

ly when the French underground movement finally accepted his leadership, making him leader of all the Fighting French—a name changed from "Free French" because not all Frenchmen who fight for France are free. The underground itself has tightened its organization in the past few months. One of the underground emissaries who move bravely and impudently between France and England reported last week that the French would rise in revolt when the Allies came. But if the invasion were small or unsuccessful, he added, the consequences to the French would be terrible.



Circling over Montparnasse on the Left Bank, Gatward saw the Eiffel Tower at the left, the domed Hôtel des Invalides



Coming down the Champs-Élysées toward the Ministry of Marine, Gatward flew so low that at the corner of Avenue Alexan-

BRITISH TAKE A LOOK AT PARIS

R.A.F. plane pays a daring visit

The people of Occupied France are quite accustomed now to hearing British planes sweep overhead on their way to drop bombs on Nazi-controlled factories, strafe Nazi airfields or shoot up Nazi-run freight trains. The roar of motors, crash of bombs and clatter of guns are pleasant noises to most Frenchmen. A few weeks ago they heard a British plane come over on a very special kind of mission.

It was a British Beaufighter which flew to Paris on the morning of June 12. In it were Flight Lieutenant A. K. Gatward and Sergeant George Fern. Lieutenant Gatward's job was to fly over Paris and shoot up the

German High Command headquarters. Sergeant Fern's job was to drop tricolors on the city and take pictures along the way.

Gatward and Fern set out on a rainy morning. They flew low across the Channel and over France—so low that they brushed the trees and once had to duck under a high-tension wire. They came unmolested down the Seine and in toward the Eiffel Tower (see top left). The plane circled and headed down the Champs-Élysées. As it passed over the Arc de Triomphe, Fern stood up in his seat, dropped a tricolor out of the flare chute and jumped back again to pick up his camera.

APPROACHING PARIS, THE AIRPLANE FLEW DOWN THE SEINE, PAST BIG ESTATES



LEAVING PARIS, THE PLANE FLEW OVER A CANAL AND THE CITY'S NORTHWESTERN SUBURBS





In 1918 he could read signs in front of the Grand Palais, even using exhibition of *Les Arts et Métiers* as a guide.



Banking over the Tuileries gardens, plane passed the Pavillon de la Musique (center left). Buildings across from it are along

along Rue de Rivoli, where maps were brought to ground. Upper right: Vendôme Column near where the Ritz Hotel,

The plane came down the Champs-Élysées at roof-top height, flying low over the trees, right between the trees, passing the Grand Palais in the center. In the Place de la Concorde at the end of the Champs-Élysées, Gatward got a good look at the German High Command headquarters now in the Ministry of Marine building. The Beauclerc circled over the Tuileries, then, right, and headed back to the Ministry of Marine building. There Gatward raised his plane down and sprayed Nazi GHQ from top to bottom with six shots from his four 20-mm cannon, while Fern dropped another tricolor out the chute. Gat-

ward was so absorbed in his job of ramrodding that he missed hitting the roof of the Ministry by a bare 6 ft. Fern's speeded up and headed for home. He saw few people in the street on his daring visit. That Friday morning, Paris seemed a dreary and apathetic city.

No German fighters bothered the Beauclerc on the trip home. Gatward and Fern landed without incident in England 2 hours and 30 minutes after they started. The plane was undamaged except for a small dent made by a rock which had apparently fluttered up from a tree the plane had grazed. Gatward found the rock's corpse lodged against the engine's oil radiator.



FLIGHT LIKUT. A. K. GATWARD FLEW THE PLANE TO PARIS

THE PLANE FLEW LOW OVER THE CROWDED CENTER OF THE ONCE-BUSY CAPITAL OF FRANCE



ALONG THE WAY, THE PLANE WENT BY AN IRON WORKS WHICH DIDN'T SEEM BUSY



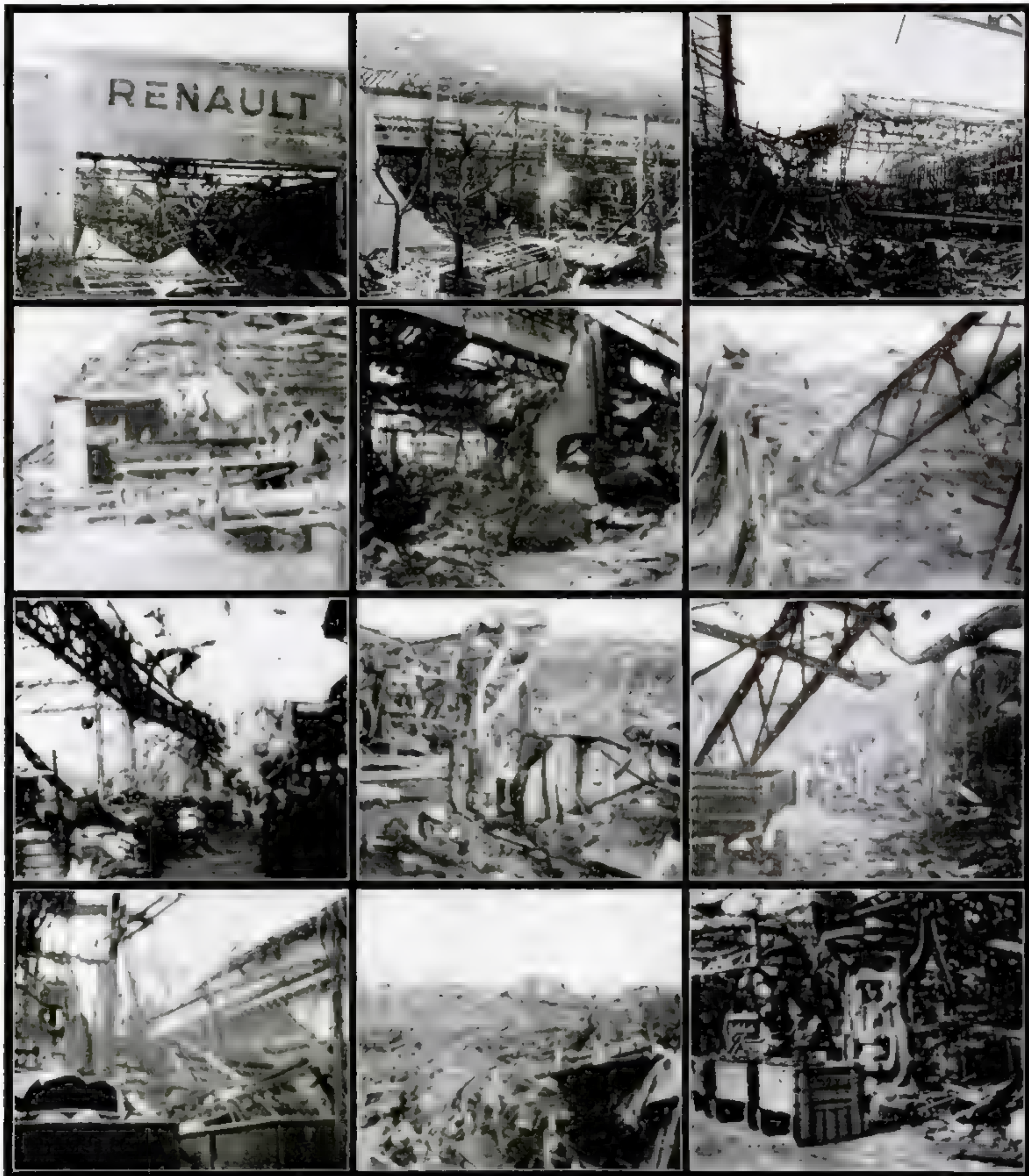
SMUGGLED PICTURES SHOW SHAMBLES BRITISH BOMBS MADE OF RENAULT WORKS

These are also pictures of Paris. They were taken by some Frenchman who found the time, courage and opportunity to photograph in detail the devastation the British wrought when they bombed the Renault works in the suburb of Billancourt on the night of March 3. Smuggled out of France, they have just reached the U.S.

The raid of March 3 was the first big British bombing of Paris. It was exact and efficient. When it was over the Germans screeched that 2,000 people had been killed in their homes. Vichy whined against the outrage

but claimed only 365 dead. Anyway, said the Nazis, the Renault factories were hardly touched

These pictures give the cold photographic lie to the Nazis. The great arsenal, which had been turning out tanks and motors and trucks for the Germans, has since been operating at only a fraction of its capacity. While 10,000 people worked to clear away the wreckage, most of the other 20,000 Renault employees stayed idle. Whether idle or wounded or bereaved, Frenchmen still rejoiced at the damage done to the enemy Nazis.



A MASSIVE CONCRETE ENTRANCE TO THE RENAULT PLANT (TOP LEFT) GIVES EMPTY ACCESS TO A DEVASTATION OF TORN CIRDERS, SAGGING ROOFS AND MUTILATED MACHINERY



The ruins of Renault open sight to gladdened Frenchmen's eyes. Above is a section of the plant which made crankshafts, valves and pistons for the machine tanks and motor vehicles which Renault turned out by the hundreds every month. British aimed at vital parts of plant,

bombed from low altitude. Below is a portion of plant which once made touring cars and was converted to making vehicles for the Nazi Army. A row of wrecked lorries suggests a busbushy straight line along a once-red factory aisle. The Germans described this damage as "light."



LIFE ON THE NEWSFRONTS OF THE WORLD

The Cradle of Our Civilization Becomes the Crossroads of War

In her olive-gray uniform and heavy black knee boots Maiya Sloboda looks more like a boy than a girl. She is 18, and weighs only 110 lb. She is pretty and alert, with expressive brown eyes and black hair which she bobs herself. She drinks and smokes a little—not much—but doesn't ever use powder or lipstick. Over her slim young shoulder is strapped a dispatch case containing various military documents and half a dozen faded pictures of boy and girl friends and members of her family.

Maiya is a lieutenant in the Red Army. But she does not command women. She commands 100 men. She figures that with her automatic revolver she has personally killed 28 Germans—maybe more. She loves Moscow. She loves the great, gray Kremlin, the red and blue flowers in the parks, the ornate opera house in whose foyer the people promenade during the entr'acts, the pillared Conservatory where she was taking singing lessons when the war broke out. But last week Maiya returned to Moscow for a few days' leave and she did not like it. She got up three or four times in the middle of her supper, to pace the floor like a restless cat.

"Why are you so nervous, Maiya?" someone asked her. And she stopped pacing, with her booted legs spread apart. "It's just that I want to get back to the front," she said. "I want to fight!"

Maiya's War

And indeed Mother Russia had need of Maiya last week, and of all her boy and girl friends, and of all the old men and women, and of all the materials that could possibly be crowded into U. S. ships and groaning Russian freight cars. For things were not going well in Maiya's war. The Germans had broken across the great flat plain of the northern Caucasus almost to Stalingrad on the Volga, where tanks are made. Their object was to cut off most of Russia's oil, most of her manganese, a lot of her wheat, and one of the two routes over which she can receive supplies. This was a major blow to the United Nations and may mark a turning point in Russian resistance. Today Maiya is back at the front at the head of her men, obeying the desperate order of Stalin, to stand and die.

The Second Front

And just because Russia was in such a desperate plight a great prayer went up from her people, and a great clamor from the people of Britain and the U. S., for the opening of a "second" front. Somehow, we could hear in the distance the sound of coming events.

PICTURE OF THE WEEK

Last week a group of bombardier cadets began training at the Midland, Texas, Army Flying School with the solemn ceremony pictured on op-

Even Hitler, apparently, was expecting us to strike.

That a second front was desirable none could deny. Whether it was feasible or realistic, only the high command could say. But as a matter of fact, urgent as it certainly was, the clamor for it missed the big point. The American task, as Henry Kaiser has said, is to make the seemingly impossible come true. We must do this now, at once. But we must also and more certainly do it in the end. It is important to save Russia now. But it is even more important to save her in the end.

Before the massive blows of the Wehrmacht Russia may have to retreat. She may lose the Caucasus, she may even be driven behind Moscow. It is dangerous to overestimate such things, but her power of slow resistance is admittedly very great. She can get some oil—though of an inferior grade—east of the Ural River. Deep in the heart of Asia she has new tank factories, new industries of every kind. And she has manpower reserves. All this might not be enough to mount an offensive. But it might, and probably would, be enough to sustain the great heart of Russia through a terrible ordeal.

The Switches of our Brains

It is then that the task of the U. S. would emerge for what it really is—a task of imagination, of mastery of that which has hitherto been considered "impossible." New weapons must be devised, new and perilous routes opened up, new means invented for crossing land, sea, air and ice. For instance, if Russia were bottled up as China now is (possibly by the Japs also) we must learn how to get to her by air. Perhaps our air freighters, laden with troops and supplies, must shuttle back and forth across the North Pole, from Chicago to Novo Sibirsk. Or perhaps we shall have to fling roads and railroads across the length of Alaska and fly from there through the coldest air on earth (the northeastern tip of Siberia) along the shores of the Arctic Ocean to some junction in Siberia.

These feats are not "impossible." Some of them have been accomplished already by single individuals, and for the most part they lie just beyond the specifications of modern airplanes. But now we must push those specifications outward. We must master distance and we must master cold. We must do all this on a mass basis. And we must do it whether we succeed in opening up a second front or not. The task of Americans now—the urgent task—is to turn on all the switches of our brains.

America's war

And indeed, when Americans look at the war with imagination its pattern emerges much more clearly. It becomes etched upon the surface of the planet in bold relief.

You can see the pattern best by thinking of the U. S. as an island—the Island of Hope.

Around this island three areas of the earth are aflame — China, Egypt and southern Russia. Aside from the fact that they are all dependent on the U. S. for survival, those areas have one strange characteristic in common—they are the oldest areas on earth, the cradles of civilization. Of the three, China is perhaps the youngest, for no ascertainable dates can be found in her history prior to the third millennium (3,000 to 2,000) B. C. On the other hand, Rome is hammering at the gates of a land whose history goes back at least to the fourth millennium. And Hitler has chosen for himself the most legendary, and possibly the oldest, area of all. When he reached Rostov and swung his armies southward toward the Caucasus Mountains he faced, as it were, the origins of our world.

Just beyond those snow-covered mountains lies the land of Colchis, where Jason sailed with his Argonauts for the Golden Fleece. Still southward, in the lush valleys of Armenia, lies an assumed site of the Garden of Eden. South of this is Mount Ararat, where Noah was supposed to have landed his Ark after the deluge. Still further to the south is Mesopotamia—the ancient civilizations of the Tigris and Euphrates—the familiar names of Akkad, Nineveh, Babylon and Ur. And a few hundred miles to the west lies the Holy Land.

That Hitler will descend into those legendary valleys and deserts is open to question. Nevertheless, the fact that all of our early dreams and achievements, from the Garden of Eden to the Sphinx, now lie within the Hitler-Rommel pincers, has a deep meaning for us. It means that after all these ages those lands have become the crossroads of human destiny. And standing at the crossroads is no shadowy Noah or Twelfth Century crusader, but an American doughboy, complete with Garand, gas mask and jeep. The doughboy is there because his future is at stake, and that of his sons; because the movement westward to the New World, in the wake of Columbus, was not an escape; because the Pilgrim Fathers did not really leave the Old World behind as they thought they had. The destiny of the U. S. is not a glorious and glutinous isolation, such as we practiced for a time, but is rather a continuation, a fulfillment, of the past. Civilization has come full circle, and now it is our turn—we must stand at the crossroads, we must take on the fight.

Somehow in all this an echo reminds us of the old Hebrew prophet who said that someday the spiritual heirs of Christ would meet the armies of the Antichrist at Armageddon (Megiddo) in the hills of northern Palestine. For even if it doesn't happen just like that, it might. And wherever it does happen the meaning is the same, that *we* must be there. So we say to our President, Lead us forth. And we say to our war leaders, Make war. And we say to Maiya Sloboda, Hang on till we get there. This is the same fight that men have been fighting ever since the beginning. This is America's war.

posite page. Led by Brig. Gen. Isaiah C. Davies, they are repeating the bombardier's oath, pledging to protect with their lives the secret of the

Norden bombsight which lies covered on the table. Only after the oath do the cadets get their first glimpse of this highly prized U. S. military secret.



Bombardier cadets swear to protect secrecy of U. S. bombsight



GLENN MARTIN'S GIANT 70-TON NAVY BOMBER, THE MARS, IS POWERED BY FOUR 2,000-HP ENGINES. ITS PERFORMANCE IS SECRET BUT SPEED EXCEEDS 200 M.P.H., RANGE 7,000 MILES



AIR CARGO TRANSPORT

Last week Henry J. Kaiser, the world's No. 1 shipbuilder (LIFE, June 29) crossed the continent from his home in Oakland, Calif. to Washington, D. C. to promote a great big idea. Mr. Kaiser, a week earlier, had proposed that the nation get busy immediately on the construction of a huge fleet of air cargo transports. In Washington, for two days

he preached his cause to the members of two Senate committees, to a luncheon assembly of the National Press Club, to a bevy of female correspondents and to all who would listen. Thereafter, Mr. Kaiser went into conference with officials in the war administration. Below is Mr. Kaiser's own statement of his bold proposal, written especially for LIFE.

by HENRY J. KAISER

Recently at the launching of the Liberty ship *Harvey W. Scott*, the 53rd Liberty ship to go down the ways of our Portland yards, I proposed that nine of the Liberty shipyards in the U. S. be converted to the production of giant air transports. I stated further that within ten months after such a program was set in motion, these nine yards would be producing transport planes at the rate of 5,000 a year.

This proposal did not come from the mere impulse of a moment. Like many U. S. citizens I have dreamed for years about the possibilities of air transportation. I have thought about the air not as a competitor for Pullman accommodations on trains but as a means of heavy transportation. I have thought in terms of giant skyships that would carry passengers and freight many thousands of miles across oceans and continents. I have even hoped I would see some of these great developments in my lifetime. The war and my experience as a shipbuilder have made me decide that we must turn these speculations into realities at once and without delay.

Thanks to the vision of our aircraft industry, the designs and blueprints are at hand. The materials to start it are at hand and the rest can be gotten when our production demands it. I am further convinced that the plant to build it is largely at hand. I have therefore made this proposal as a matter of immediate feasibility and as a question for immediate decision.

As a shipbuilder, I testify that ships and shipbuilding cannot do the job the war demands. This is not a criticism of the shipbuilding industry. It has done a magnificent job. The shipyards are launching close to three ships a day. They will launch more than five a day next year. The Liberty ships were beautifully designed by the Maritime Commission for mass production. They have simple lines and simple machinery. But production of 1,800 of these ships as now scheduled, in two years, is the ultimate miracle of ship mass production. And the shipyards are running ahead of our raw-material supply.

Ships, when we get them, cannot do the job. The Liberty ship can make only 10 knots at best and in convoy it is reduced to 8 knots. At this pace, a Liberty ship must take a minimum of 20 days to deliver its cargo of 6,000 tons at any one of the major overseas depots. Assuming an optimum round trip, this means that in 40 days a Liberty ship can deliver in cargo tonnage less than twice its own weight of 3,450 tons of steel.

There is no questioning the superior efficiency of the planes we can now build. The Glenn L. Martin Co. has already built the skyship *Mars* which, redesigned as a transport, can carry a 20-ton cargo. In the same 40-day period, this air cargo ship, making better than two round trips a week over the same stretch of ocean, can deliver 300 tons of cargo. Twenty such planes could equal the performance of a Liberty ship. Five thousand of them will give us the cargo-carrying equivalent of 250 Liberty ships.

These bulk and tonnage figures show that planes can compete with ships, even on ships' own terms. They do not do justice to the unique potentialities of air transport. With such a fleet of planes, the commander in chief could deliver 500,000 troops in England or China tomorrow morning. Or, from this great fleet he could detail a squadron to deliver 20 tanks to the crucial battle front in Egypt. He could, in

short, translate his plans and decisions into instant action anywhere in the world. It is needless to mention that there would be no losses in this air fleet to marine attack. And, even if there is need for escort planes, they could never compare in tonnage to the steel now invested in the naval forces' escorting convoys.

I suggested that these skyships could be built at the rate of 5,000 a year in shipyards on the East, West and Gulf Coasts where merchant vessel production is being curtailed for lack of steel. This however is not to be taken as a Kaiser or shipbuilding-industry project. This is a program that should inspire and will need the capacities of everyone and every industry that can contribute to it.

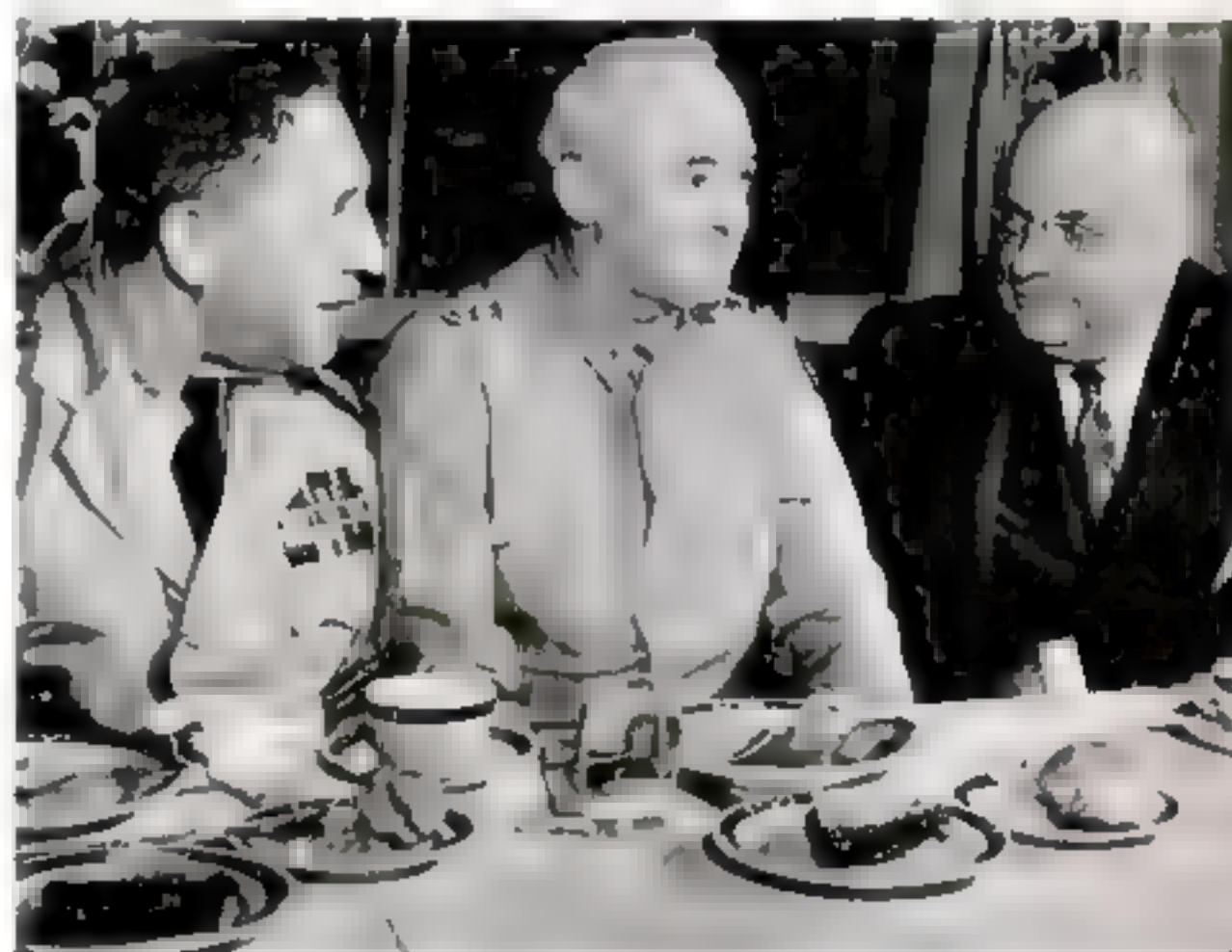
The next question is: how can the job be done? It cannot be done by sleight of hand. It is not the cheap way to win the war, which is still sought after in some circles. It calls for man-hours and critical materials. This program is predicated on the fact that we as a nation have at our disposal, to accomplish any goal we set ourselves, the richest storehouse of war materials, engineering skill and production genius in the world.

First of all, materials. All materials are critical, aluminum not more so than steel. If we launch this program, it is certain that there will have to be reallocations at first. But I have been assured by the Reynolds Metals Co. that air transport can have all the aluminum it wants, provided the authority is given to produce it. Shortages in aluminum and any other metal are nothing in the end but excavation jobs. The same principle applies to engines. The *Mars* is designed around the 2,000-hp. radial engine. To power our air transport, we will have to build more of them. But I am certain that if Detroit, which has produced 85% of the world's automobiles, is asked if it could do this job, it would give but one answer: yes. This investment in transport engines would keep our bomber engines in the air in Australia and Egypt, immensely accelerating the air-transport job now being done by General George's able young men.

For the actual assembly of the planes I have suggested the use of existing shipyards. I contend that a shipyard is 75% ready to produce skyships. The new shipyards have the space, the railroad terminal facilities, the engineers, the organization genius, the labor force, the shops and some of the tools all on hand to do the job. None of these shipyards existed 18 months ago. In this short space of time, the administrative force, the engineers and the labor force of these yards, without ever having built ships before, have taken the huge, complicated bulk of the cargo vessel, broken it down into subassemblies and put these subassemblies into line production on schedules that keep materials flowing in a continuous stream from the railroad sidings through the plate yards to the ways. To say that it isn't possible to convert them to aircraft production is to ignore this tremendous fact. Their approach to ship construction is ideal for skyship construction. When we get on to giant planes, 200 tons and more, the shipyard will come into its own, with the ships of the air splashing into the water of the ways. Any other existing industrial facility that is as well prepared to build skyships should come into this program at once.



Kaiser's skyships, to be built when the cargo-carrying *Mars* gets into production, start at 200 tons and get bigger all the time.



Navy and Army, in persons of Vice Admiral Clark H. Woodward and Lieut. General "Hap" Arnold, hear Kaiser on air transport.



At his first press conference, Kaiser talks to girl reporters. Below he testifies before the Senate Military Affairs Committee.





A FUEL OIL TANK, HIT BY A DIVING JAP BOMBER, GOES UP IN BLACK SMOKE. MOUNTAINS OVERHANGING THE HARBOR ARE COVERED BY SNOW AND HID IN MISTS ALL YEAR LONG

DUTCH HARBOR

U. S. gets look at its destruction

Last week, almost two months after the event, the U. S. got its first real look at what happened here when the Japs bombed Dutch Harbor in Alaska. The destruction revealed in the pictures here, shows that Dutch Harbor was, in effect, another Pearl Harbor, perhaps not so costly or so deadly but just as merciless.

The first Jap planes appeared out of the morning

murk at 6 a. m. No air raid alarm had been heard. Jap fighters cleared the way for Kokusaki carrier-based bombers. There were apparently no American fighter planes to oppose them. The Zeros swished down low, machine-gunning barracks, warehouses, the radio station and several Catalina flying boats in the harbor. Near Fort Mears the bombers had a stock of 18,200 lb.

HOSE CARRIES INADEQUATE SUPPLY OF WATER TO BLAZING WAREHOUSES AND DOCKS

SOLDIERS STATIONED NEAR THE NAVAL BASE ACT AS FIREMEN FOR BURNING STORAGE VAULT





THE U.S. "NORTHWESTERN," BEACHED SHIP USED AS BARRACKS, GOES UP IN FLAMES AFTER BOMBING. DURING JAP ATTACKS, U.S. ANTI-AIRCRAFT FIRE SHOT DOWN SEVEN PLANES

bombs. Two Jap planes were shot down by anti-aircraft fire from a minesweeper, a Coast Guard cutter and three destroyers. The attack lasted 20 minutes.

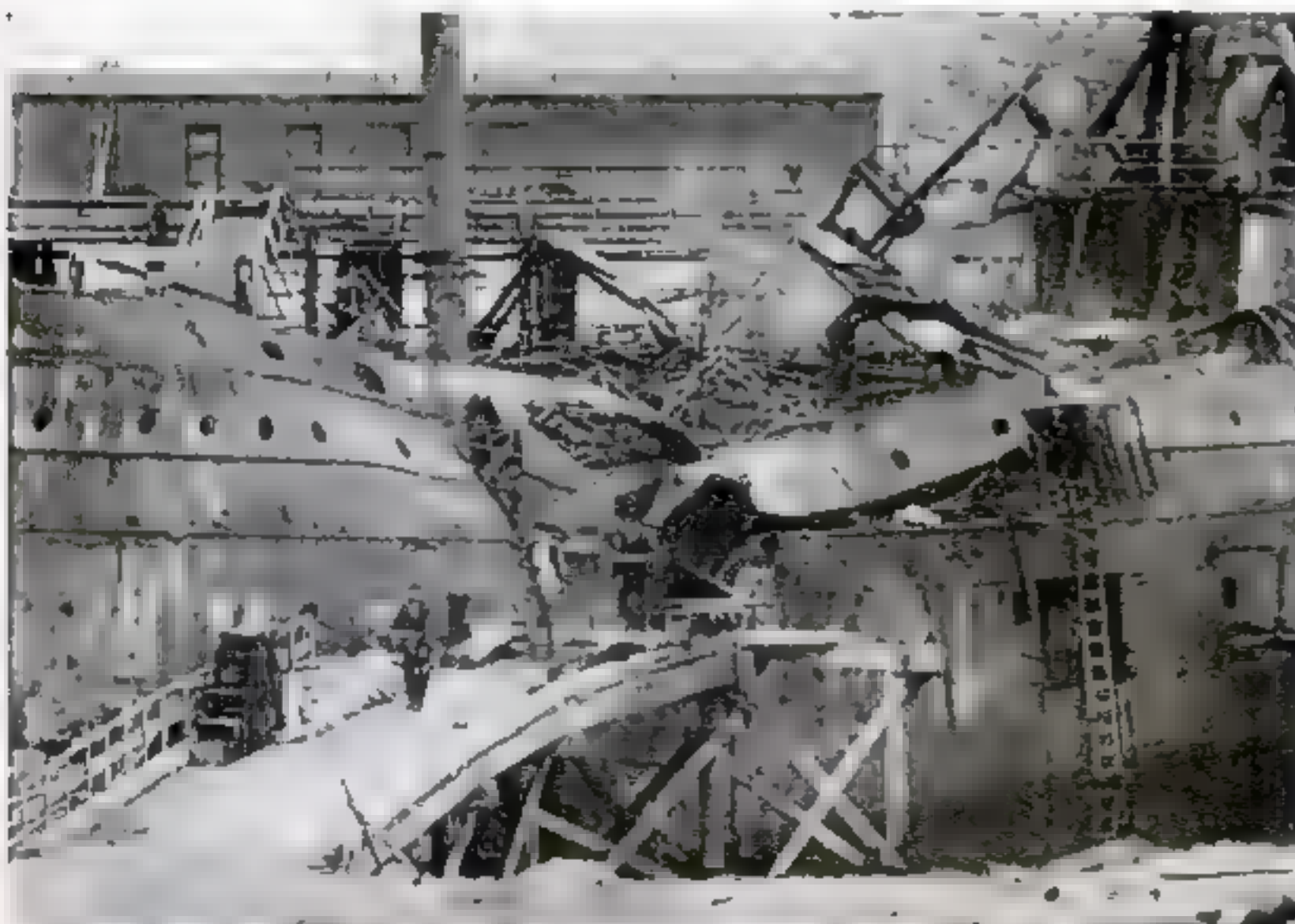
Later the Japs came back again, this time with 18 carrier-based bombers and 16 fighters. With three 500-lb. bombs dropping from each plane, they silenced the radio station, hit fuel oil tanks and destroyed the station

ship *Northwestern* (above), which was being used as barracks for laborers. Meanwhile Army and Navy bombers had discovered but had not been able to sink two Jap carriers, one south of the island of Unimak and one above the islands in the Bering Sea. Total American casualties were 94 persons killed or wounded.

The bombing was preparation for the Japs' unop-

posed occupation of Attu, Kiska and Agattu islands in the western Aleutians. There they now sit astride U. S. air and sea routes to Russia. To make matters worse, Delegate Anthony Dimond of Alaska announced in Washington last week that he had reports that Japs had also taken Pribilof Islands, only 250 miles northwest of Dutch Harbor. The Navy, as usual, said nothing.

WORKMEN SALVAGE BELONGINGS FROM "NORTHWESTERN," WHERE THEY HAVE BEEN LIVING THE WAREHOUSE AREA IS CLUTTERED WITH WRECKAGE. SMOKE STILL HOVERS IN AIR





PUFFING ON CIGARET, STILWELL WORKS ON HIS TOMMY GUN NEAR NOMALIN

FLIGHT FROM BURMA

Stilwell leads way through jungle to India

If the face of defeat is always bitter, it is sometimes heroic too. Last week from one of the United Nations' most humiliating defeats, the Army released one of the war's most heroic stories. It was the picture record of the flight of General "Uncle Joe" Stilwell and his staff of 103 Americans, British and Chinese from Burma into India in May. Many of these U. S. Army officers LIFE readers met in Clare Boothe's articles on Stilwell's headquarters in the issues of June 15 and June 22.

The men and women covered 140 miles in 20 days, more than half of it by foot. They tramped through jungles and underbrush, over mountains and across swamps, in terrible heat and pounding rain. Always they were in danger of being cut off by the Japanese. Some days their road was blocked by streams of Burmese and Chinese refugees, starving and sick, trying to escape into India. Once supplies were dropped to them by a British Blenheim plane but mostly they lived on a diet of rice. Although the oldest (39) man in the party, General Stilwell stood the trip better than most of the other soldiers, sleeping in the jungle at night, making stretchers for the wounded and standing in line, with the rest, for his meager supply of food.

Stilwell finally emerged from Burma at the Indian frontier town of Imphal on May 24. From there he took a train to Dinjan and then flew to New Delhi. There he uttered his now-famous statement: "I claim we got a hell of a beating. We got run out of Burma and it is humiliating as hell." Today in his New Delhi headquarters, Stilwell is still waiting and planning how to retake Burma.

For another flight from Burma, this time by LIFE Photographer George Rodger who traveled 75,000 miles in two years, see page 61.



Wearing his underwear and campaign hat, Stilwell carries bully beef across Uyu River to his raft. The meat has been dropped by a British plane. As far as Uyu River, the party used trucks and jeeps. There they left them and built rafts.



Through the Burmese jungle, Stilwell leads his men at steady pace of 105 steps a minute. This soon became known as the "Stilwell Stride." During each

hour of the march, Stilwell permitted ten minutes rest. During the trip he was company commander, guide, gun bearer and chief coxer for the weary.



Rest period in the jungle was a time to joke and talk about home and what food they expected to get that day. Said Colonel "Pinky" Dorn: "Forty percent of

us liked food spiced. Sixty percent didn't like their food spiced. So the food was cooked separately. But whether spiced or not, it was still always rice."



Feet tired from a weary day's march are bathed in a Burmese stream by Colonel George Sliney, Lieut. Colonel Frank Merrill and Major Felix Nowakow-

ski. When trucks were abandoned, everybody was ordered to leave everything behind "except what you can carry." Burmese nurses left shoes behind.



Over the pock-marked sand on the approaches to the Chindwin River straggle Stilwell and party. These Army photographs were probably taken by Captain Fred Eldredge who has been Stilwell's public relations officer since the general was in command of the 7th Division at Fort

Ord, Calif. From the time they left Wuntho until they reached the Chindwin, Stilwell's party was out of touch with the world. By the time Stilwell had led his polyglot group into India, he had performed a miracle, changing it from an unorganized mob into a well-disciplined force.

SUMMER POLITICS

This year it is more serious than it looks

Like small boys dashing for the old swimming hole, members of the U. S. Congress scurried out of Washington last week. Congress was taking an informal hot-weather recess and happy Congressmen were off to plunge into back-home politics. In 30 States which have primary elections in August and September the political ponds were full of summer splashes. Senators, Representatives, governors, hopeful candidates of all kinds. Even the President of the U. S. got splashed in a New York State fight (see p. 34).

One Congressman who is right in the swim is the amazing Hamilton Fish (left and below), Republican Representative from New York's 26th District. The spectacle of Ham Fish running for Congress again looks like sheer midsummer madness to most of the U. S. Ham Fish was in Berlin and issued a statement declaring Nazi claims were "just" two days before World War II began. He was a loud-mouthed and empty-headed opponent of President Roosevelt's anti-Axis policy. He gave free postal franks to German-inspired propaganda and let his office become a nest of isolationist intrigue in Washington. He is thoroughly despised by other members of Congress and has been roundly damned by the leading Republicans of his State—Thomas E. Dewey and Wendell Willkie. But Ham Fish is making a great splash in his Hudson River district these days, laughing off his record, boasting of his votes against draft extension, against lease-lend, against fortifying Guam. His principal opponents are a quiet Newburgh lawyer and a quieter Vassar professor. Fish simply outshouts and outlaughs them in debate. Ham Fish in Congress is a national disgrace, but if the people of his own district don't get rid of him, nobody can.



Congressman Ham Fish bids wife and daughter good-morning as he leaves Newburgh, N. Y. home (rented for this campaign) for a busy day of politics. He asked

the photographer to put his Negro maid in front for this picture. Fish commanded Negro troops in France in last war, figures he has the Negro vote sewed up.



"No nation can invade the U. S.!" cried Ham Fish at this political picnic in Cornwall, ignoring Japs who were already in Aleutians. Old neighbors applauded this typical Fish state-

ment, booed Professor Emerson Fite, a Fish rival who pointed out that Fish has been absent on many important roll calls in Congress. Fish was born in his Hudson River district and

thrives on local Republican hatred of Franklin Roosevelt, who lives across the river. Voters who plan to vote for Fish again explained: "Ham guessed wrong, but so did a lot of us."

CONTINUED ON PAGE 35

HARVEST HOME

in the Land of the Green Giant



"Bringing in the Ears" painted by N. C. WYETH

Forest of stalks on parade in Hiawatha-land . . . There is something marvelous and mighty when a cornfield has come to its harvest time . . . The little seed of May is the majestic plant of August . . . Life's cycle of corn is complete . . . The green is gold . . . The gold is ready for man's taking . . . The new pack is coming in!

NIBLETS Brand whole kernel corn



with the Green Giant on the label

It takes a lot of things to make Niblets Brand whole kernel corn what it is. Special seed (D. 38). Good "Indian Country" earth - and sun and rain. Care of good farmers - and the secret of picking it at just the right time for tenderness and fresh corn taste. . . . Picked only by Minnesota Valley Canning Company, headquarters, Le Sueur, Minnesota, and Fine Foods of Canada, Ltd., Tecumseh, Ontario. Also packers of Green Giant Brand Peas.



How to improve Scene 2 or any summer scene



DIRECTOR: It's great, Bob...the best play you've ever written! But I've got a suggestion for improving Scene 2.

PLAYWRIGHT: O.K., Dick. What do you suggest?

DIRECTOR: Well, the action takes place in the late afternoon of a warm summer day, and the stage directions have the leading man pouring himself a whiskey-and soda.

PLAYWRIGHT: Sure—what's wrong with that?

DIRECTOR: Well, you could lift this scene out of the ordinary if you had him pouring Four-Roses-and soda—not just whiskey-and soda.

PLAYWRIGHT: Ah!...the loyal Four Roses enthusiast speaks! Let's see. Suppose we make the script read: *Breaster comes upstairs. He observes the bucket of ice cubes—the soda. Then his eyes light up with eager anticipation as he reaches*

across the bottle of whiskey for to know what in opinion it is like—today's Four Roses is...

DIRECTOR: Yes—go on...

PLAYWRIGHT: *He grasps the bottle of Four Roses searching for and for a moment to describe its incredibly soft and velvety smoothness...*

DIRECTOR: Bravo! I see you, too, know the matchless quality of today's Four Roses. And here comes some of that selfsame whiskey! Let's toast your new play with the finest of summer drinks—a Four-Roses-and-soda!



Four Roses is a blend of straight whiskeys from The straight whiskeys in Four Roses are made at Proctor Distillers Inc., Louisville & Baltimore

**YOU'VE NEVER TASTED SUCH WHISKEY
AS TODAY'S **FOUR ROSES!****



The glamor boy of Kentucky politics is Sen. for Albert Benjamin ("Happy") Chandler, who was re-nominated by Kentucky Democrats Aug. 1 after an uncomfortable primary campaign. The big issue Happy had to explain was the 60-ft. blue-tiled swimming pool in which he is here shown,

waiting away a hot afternoon, while Mrs. Chandler (top, with arm around son Dan) and friends look on. This pool was built in Happy's backyard in Versailles by a contractor who also built miles of Kentucky highways and now holds lucrative war contracts. It didn't cost Happy a cent. When his

primary rival never used the swimming pool all over Kentucky, the Senate's Truman Committee came to Happy's rescue, announced he had done nothing wrong in accepting it as a gift. This week Happy was planning to go to Alaska with a Congressional committee investigating the war,

Mrs. Bob Hope

wife of
the famous
radio and
screen star



BOB LOVES THE
EXTRA FLAVOR
COLMAN'S GIVES TO
FOOD. HERE'S HIS
FAVORITE DISH—

Savory Ham: Rub a paste of two table-
spoons Colman's (dry) Mustard and
two tablespoons water into both sides
of a slice of tenderized ham about 1 1/4
inches thick (wt. about 2 lbs.). Place
ham slice in shallow
baking dish, cover
with 1 cup milk and
bake 45 minutes at
425° F. or until ham
is tender and top is
nicely browned.

FREE RECIPE BOOKLET—
Atlantic Sales Corp., Sole
Distributor, 3431 Mustard
Street, Rochester, N. Y. Please
send me 12 new Colman's recipes.



Name _____
Address _____

Benchmade
FROM MELLOW TOP-GRAIN
LEATHERS BY TEXAS
SADDLE MAKER CRAFTSMEN

**TEXAS
RANGER**
by Textan

The "Powers
Bill" oval-blading seat
and fearless Indian fighter.
Full grain cowhide. Hand-
somely tooled in Texas
Thistle design. 1 inch wide.
Sew edge Silverline buckle
set. Antique, Saddle Tan or
Redwood, \$7.00.

The "Commando" vic-
tory fold—a genuine saddle Craft billfold.
Smart and tough as the black face dare-devils
who terrorize the invasion coast. Benchmade.
Tooled V design. Hand tooled antique-tone.
Invisible stitching. 3 1/2 locking ends. Secret
pocket for large bills. Four card pockets.
In Russia Coll, \$5.00. In hand-boarded goat-
skin, \$3.50.

FREE CATALOG

Textan Dept. 4 142
Yonkers, Texas.

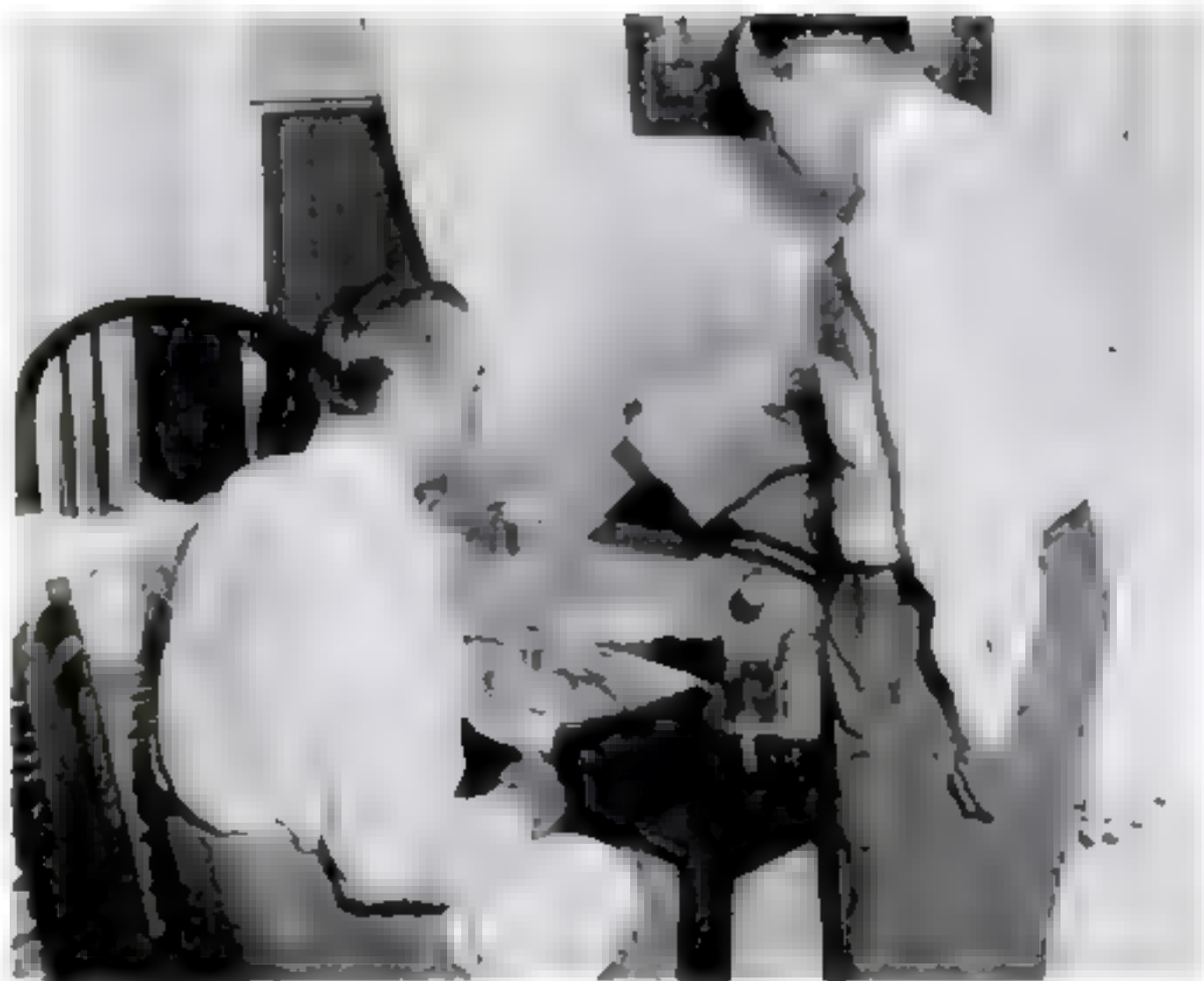
Enclosed find \$ for which please send bills,
billfolds as checked. If merchandise is not 100% satisfac-
tory, I reserve right to return it in seven days for full refund.

☐ Powers Bill ☐ Saddle Tan ☐ Antique ☐ Redwood
☐ Commando Billfold in Russia Coll ☐ Commando Billfold in goatskin
☐ Free Catalog. Waist measure _____ inches.

My Name _____
Address _____
City _____ State _____

My Favorite Dealer _____

Summer Politics (continued)



Texas Democrats on July 25 failed to renominate Senator W. Lee ("Pappy") O'Daniel, who snatched hasty lunches (above) and tried to talk down his isolationist record during the bitter primary. Now he faces runoff against ex-Governor James V. Allred



Tennessee Democrats chuckled over Governor Prentice Cooper and parrot, Laura (above). Nashville *Tennessean*, opposed to his renomination, charged he "hated" dogs and kept a noisy parrot instead. "No one likes dogs better than I," retorted Cooper.



New York Democrats waited to be told whether Attorney General John J. Bennett (left) or Senator James M. Mead (right) would be candidate for governor. They are pawns of Franklin Roosevelt (who wants Mead) and Jim Farley (who wants Bennett).



You can't
Salvage Time!

But you can save it. Once time
slips through your fingers, it's
gone for all time!

Make every minute count.
Use tools that can deliver. This
goes for pencils, whether you
write much or little. Time-
wasting pencils require 50%
more energy than Ticonderoga.
Yes, Ticonderoga pencils last
longer, cut down wasteful in-



terruptions!
Step up your
work with
Ticonderoga!
—now!

TICONDEROGA

Joseph Dixon Crucible Co., Dept. 42-18, Jersey City, N. J.

THE definite
purpose of LIFE is to inform its read-
ers of what is going on in the world
today—to bring them the news
which can best be told in pictures.



HOW TO PAY SCHOOL and COLLEGE BILLS

Parents or guardians who find it incon-
venient to make large payments in ad-
vance, should take advantage of THE
BALTIMORE PLAN.

This convenient method of monthly
payment covers tuition, board and all
other school bills. Cost, only 3% of the
total, plus the \$5 qualifying fee. Write
to the School or College of your choice
for full particulars.

THE BALTIMORE PLAN
SPONSORED BY
COMMERCIAL CREDIT COMPANY

ATTEN-SHUN!
CHAP STICK is your best
vance guard against painful, red, it-
ed, windburned lips. Bare protection
from wind and sun—quick and ef-
fective. You forget and lips are sore, par-
ticularly in winter. 25c. Free in 10
c. Stick in Five. Write CHAP STICK, De-
partment, Lynchburg, Virginia.

**PARCEL
LIPS
MADE**

Chap Stick



AGE 36—LOOKS 25!

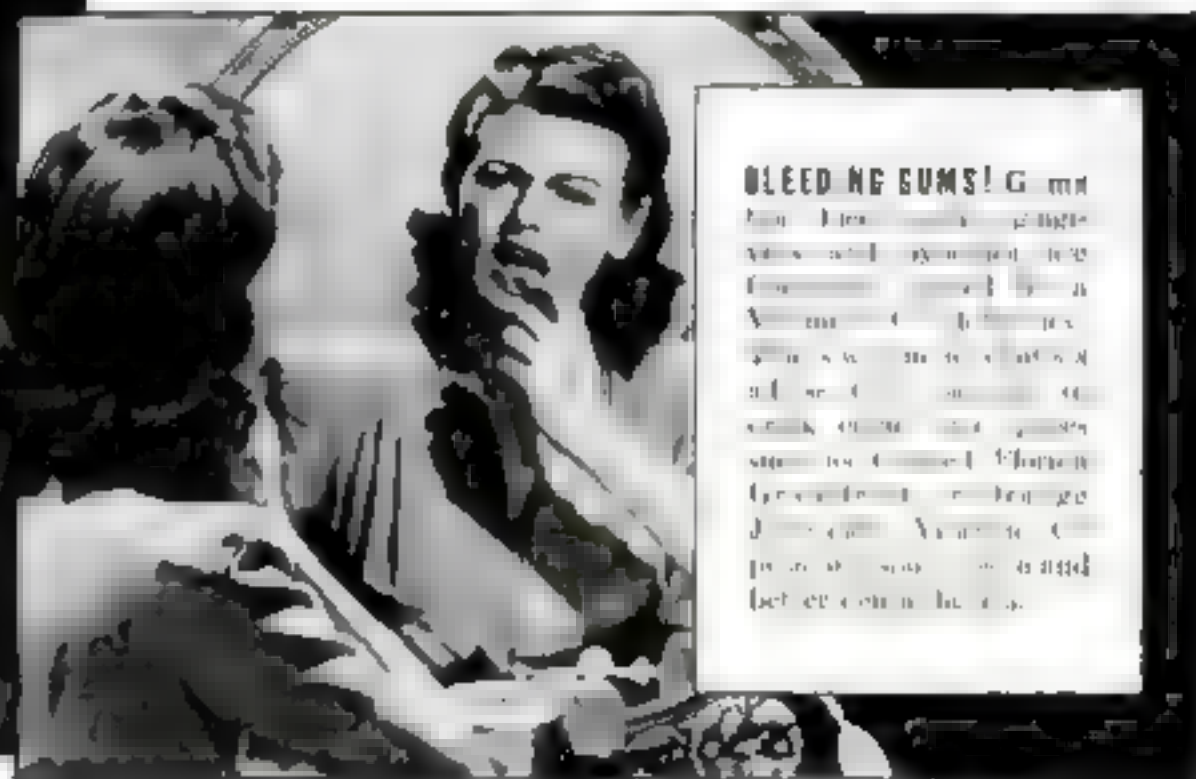
Her youth-and-beauty secret is very simple. She balances her diet—gets plenty of Vitamin "C" every day by drinking big glasses of Canned Florida Grapefruit Juice.

AGE 36—LOOKS 40!

When "C" is lacking, bone and body tissue cannot re-form properly—cannot replace itself faster than it wears out. Thus the aging process is hastened.

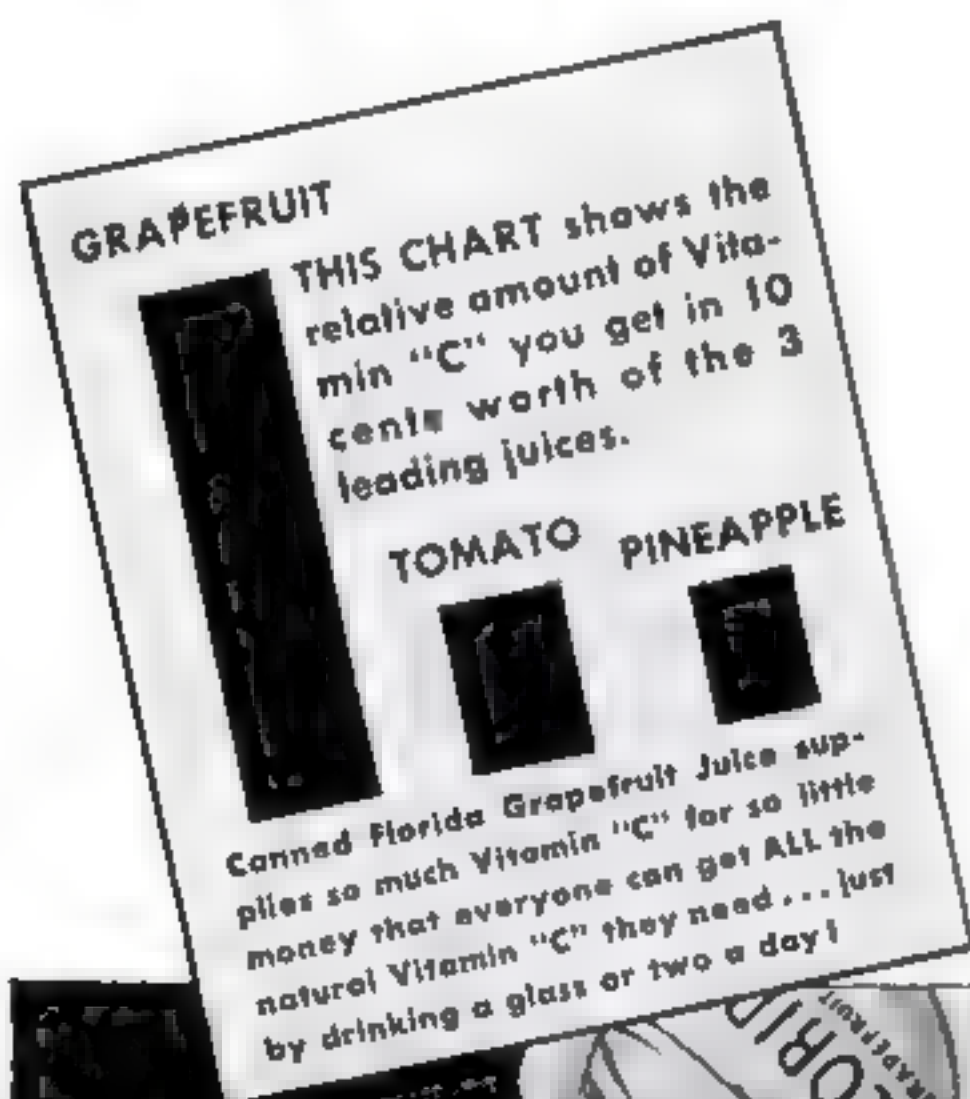


ACHING JOINTS! Pain in the joints is a sure sign of low Vitamin "C" levels. Many people in their 30s and 40s, who are in the prime of life, suffer from aching joints. One of the most common causes is a lack of Vitamin "C". This vitamin is essential for the body to produce collagen, which is the building material for cartilage and bone. Without enough Vitamin "C", the body cannot produce enough collagen, leading to joint pain and stiffness.



BLEEDING GUMS! Gums that bleed are a sure sign of low Vitamin "C" levels. This vitamin is essential for the body to produce collagen, which is the building material for the gums. Without enough Vitamin "C", the gums become weak and inflamed, leading to bleeding and pain.

WHAT BRINGS ON Old Age?



Your physical body consists of some 24 basic chemical elements. Lack of certain foods robs the body of these important elements—hastens the degenerative process. Postponement of old age depends to a great degree upon a balanced diet with sufficient Vitamin "C" every day.

It is true that some people "grow old" faster than others. While science has no way to isolate the cause in all such cases, there is ample evidence that liberal intake of protective foods postpones old age—maintains youth and vigor during the "middle years".

And this is scientific fact! Every day—bone and body tissue wears out. It must be replaced. In this way, the body constantly renews itself, stays "youth-

ful". But there is one known vitamin absolutely essential to this process—body tissue simply cannot form properly without Vitamin "C".

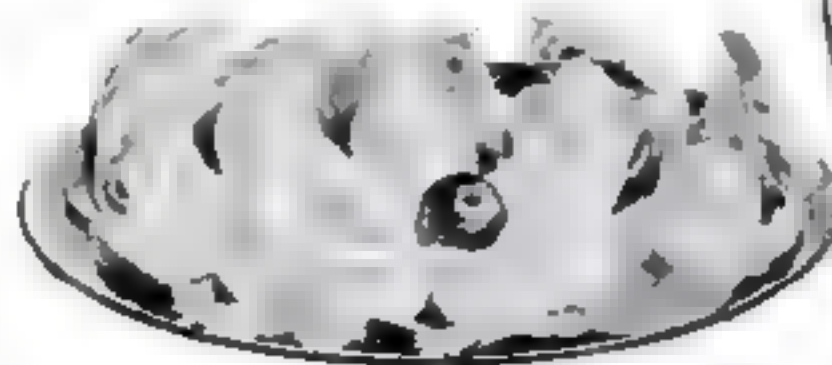
Because of this... and because the body does not store "C"—it is highly important to get some Vitamin "C" every single day. Only a few foods contain enough of it—and in most of these, cooking frequently destroys the Vitamin "C".

To hold youth, to retard old age... watch your diet! Eat plenty of citrus fruits—like Canned Florida Grapefruit Juice... 1 or 2 glasses daily will furnish all the Vitamin "C" you need.

No need to buy expensive pills—when you can get your full quota of "C" FREE in the cost of your food. Start serving Canned Florida Grapefruit Juice today. Everyone likes its deliciously tart flavor.

FLORIDA CITRUS COMMISSION, LAKELAND, FLORIDA

CANNED GRAPEFRUIT SECTIONS make cooling summer salads and desserts. No need to add sugar.



CANNED CITRUS SALAD is a cooling, refreshing treat. It's made with canned grapefruit sections and orange juice. No need to add sugar. It's a perfect snack or dessert for any occasion.

CANNED GRAPEFRUIT OR ORANGE JUICE! There is one of the most refreshing beverages you can get at your grocer. Your choice, a delicious, tangy fruit juice, orange juice or a blend of the two. Some people like it every day as a beverage, and as appetizers at other meals.

Canned FLORIDA Citrus Fruits

GRAPEFRUIT SECTIONS • GRAPEFRUIT JUICE • ORANGE JUICE
BLENDED ORANGE & GRAPEFRUIT JUICES • CITRUS SALAD



Normal headlights of a passenger car glare into the camera. Two-second exposure of film to the 75,000 candlepower of these standard headlights produced the bright spot above.



Blackout headlight mounted alone in center and flanked by marker lights, according to regulations, yields 50 candlepower, produces this speck of light after one-hour exposure.

BLACKOUTS

They may force Americans to do their work and drive their cars by the weak light of tiny lamps

Across both U. S. coasts the twilight zone of war has already crept. Here some 30,000,000 Americans now move through nightly dim-outs and grope or stay at home through practice blackouts. Against the day when regular total blackouts may force still more Americans to get along with even less light, the U. S. Army Engineers have designed the tiny specks of illumination demonstrated here.

These lamps, already in volume production by General Electric and others, must, by War Department standards, yield less than one-sixth the light cast by a full moon on a clear night. This weak light is well below the threshold of visibility from

the air but is still strong enough to permit traffic to move at 12 m. p. h. Under similar light workers inside factories will be able to walk among their machines or perform minimal operations.

For people who must work and move in a blackout under this scant illumination, the best insurance against getting hurt or lost is to sit still for the first five minutes. This will allow time for the pupils of their eyes to begin expanding to many times their daylight diameter, thus becoming 100 times more sensitive to light. After 30 minutes the dark adaption of their eyes will be complete and they will even be able to read under a blackout bulb.



Blackout tail-light shows four dots when seen from 10 ft. The four dots will merge into two when car is 25 ft. away.



At 125 ft. the four dots finally merge into one. Drivers in a blackout will be able to judge distances with this device.



Marker lamps, like the one above, must be mounted beside unused headlights. Such lamps will prevent sideswiping.

COURTESY OF GEORGE

The sun is the source of all energy...
the energy of sunshine is crystallized
in Dextrose sugar.



Dextrose is a Selected Sugar in the Rations of the U.S. Army



In "U. S. Army Field Ration K" Dextrose sugar in tablet form is a specified item.

In Aviation, Dextrose is valuable in counteracting the effects of "tissue tension", a condition of nerve reaction to high altitudes.

Pan American Airways, for example, supplies Dextrose to the crews of its famous Flying Clipper Ships, which are today speeding men, mail and vital materials across 100,000 miles of international skyways.

THIS WAR is being waged on wings and wheels. In battle and bombardment, high-speed planes and fast moving tanks carry our soldiers far from their supply bases. To sustain these daring fighters in emergencies calls for scientific feeding rations in concentrated portable form.

In devising such field rations, it is significant that the U. S. Army selected Dextrose sugar for its quick-acting food-energy value.

Actually, Dextrose is food energy in its purest form. In war or peace, in work or play the body uses Dextrose directly for energy. Dextrose is sparkling white, mildly sweet and refreshing to taste; it needs no digestion; it is promptly absorbed and utilized as energy to sustain activity, to forestall fatigue.

Today many of America's finest foods and beverages are prepared with Dextrose, not only because Dextrose fortifies their food value, but because it generally improves their flavor, texture and eating qualities.

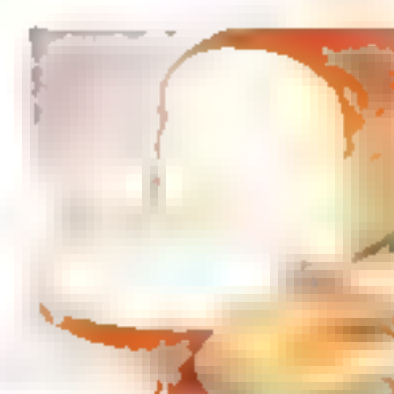
On world battlefronts, Dextrose helps to sustain our fighters. On the home front it contributes to the energy of the nation. Look for foods "Enriched with Dextrose". For enjoyment, for energy, you'll find them superior in flavor, in food value—and they cost no more.

★ Dextrose is an ALL-American sugar, derived from American corn, refined in American factories, distributed by American companies.

CORN PRODUCTS REFINING CO.
(One of the Producers of Pure Dextrose Sugar)
17 Battery Place New York, N. Y.



Dextrose adds food energy to canned fruit juices.



Better breads are baked with Dextrose sugar.



Meats taste better when sugar-cured with Dextrose.



Dextrose makes refreshing food value in beverages.



Dextrose improves flavor and texture of ice cream.

Keep the *Energy* of sunshine in your diet...Demand foods "Enriched with *Dextrose*"

Keeping fit is part of her war job

FARADAY BENEDICT, active member of a prominent Chicago volunteer nursing service and well-known "lady skipper" on Lake Michigan, knows that physical fitness is of first importance during wartime. In her few leisure hours, she sails her father's 55-ft. yawl, *Southern Cross*, for relaxation and exercise. A graduate of the University of Chicago in Home Economics and Nutrition, Miss Benedict plans meals both at home and afloat according to the U. S. Nutrition Food Rules.

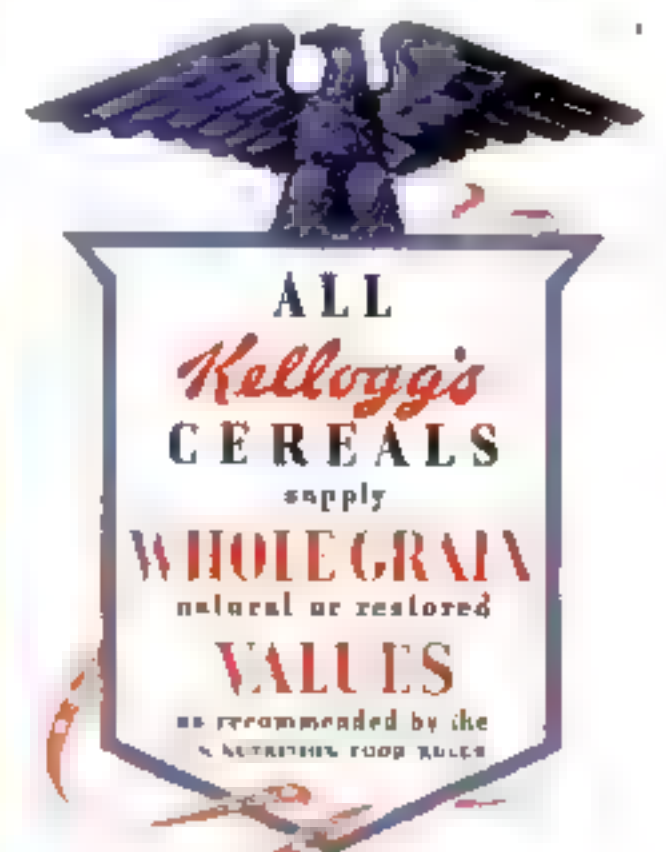


Copyright 1942 by Kellogg Company

She's a "Self-Starter"

"The right breakfast is important if you want to feel your best all morning long," says Miss Benedict. "That's why I stick to the Self-Starter Breakfast.* Kellogg's Corn Flakes *taste* wonderful; they're the kind of cereal government nutrition experts tell us to eat; and they're economical because they're selling at the lowest price in years."

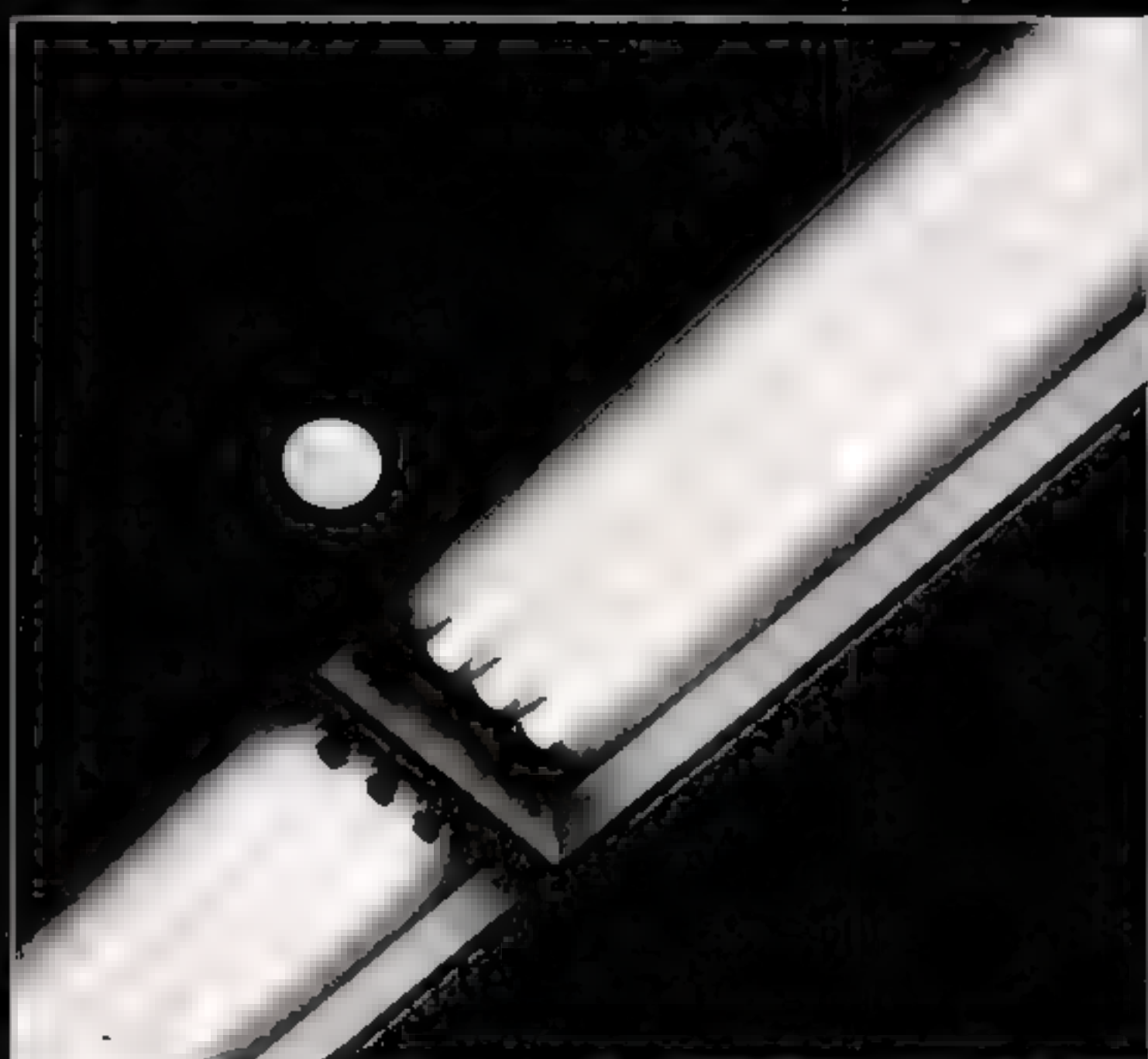
As recommended by the U. S. Official Nutrition Food Rules, Kellogg's Corn Flakes are restored to *whole grain nutritive values* through the addition of thiamin (Vitamin B₁), niacin and iron. Everyone needs Vitamin B₁ every day for the maintenance of normal appetite and growth, and for the normal functioning of the nervous and digestive system. Iron helps build red blood.



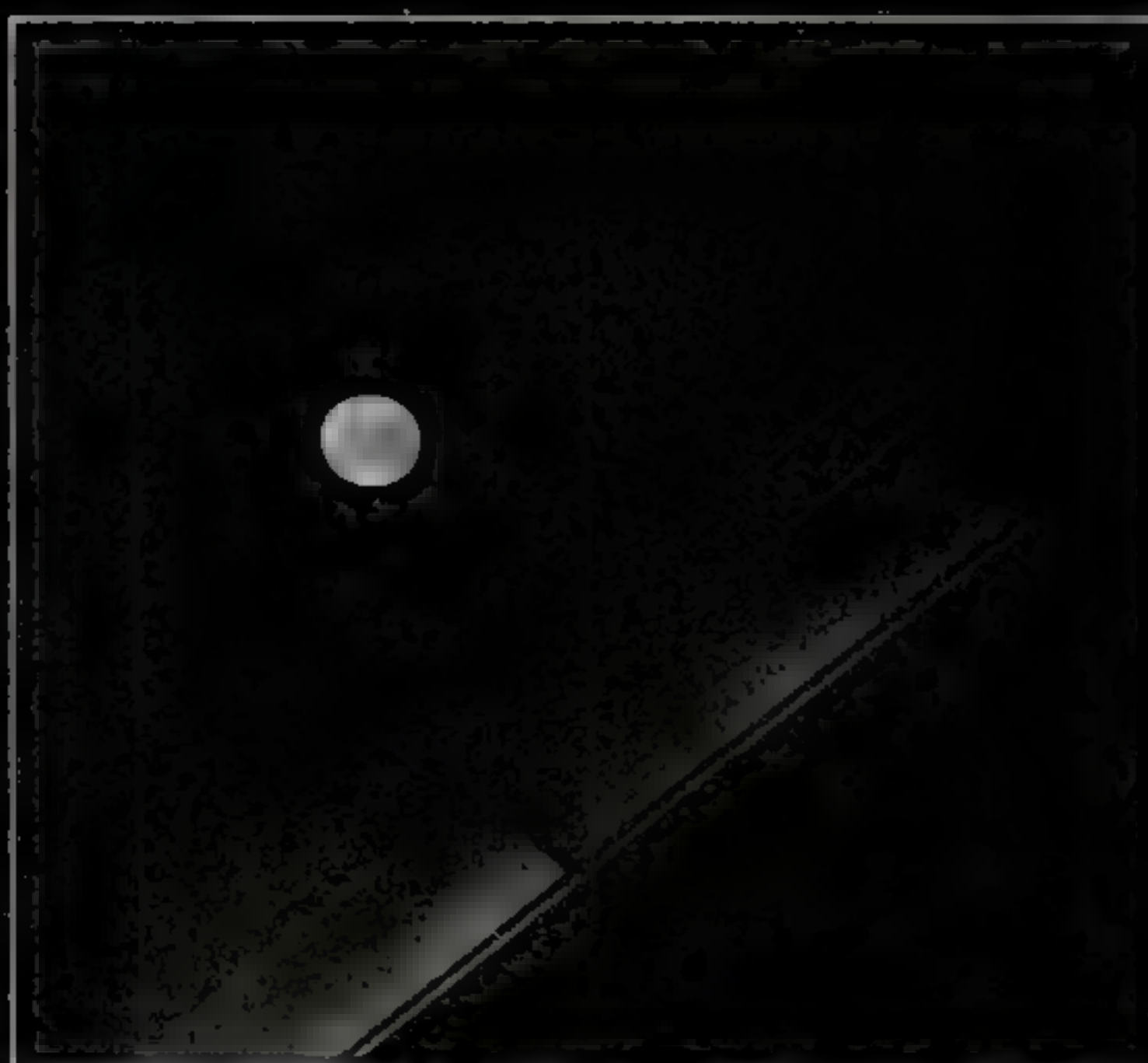


"Eight-ball" bulbs, yielding dim orange glow straight downward, are standard for black-out of industrial plants. This scene is a storage room of a fluorescent lamp plant. Black-

out lights inside factory eliminate elaborate screening of windows and allow them to be open during an aerial blitz, thus removing the hazard of glass splinters from blast of nearby bombs.



Ordinary bulb serves as blackout light when connected with a fluorescent unit. Reducing voltage 70% puts out fluorescent tubes right, but only dims 17-watt incandescent bulb.



Bulb is dimmed to below the War Department maximum of 1/10 the strength of full moonlight. This is promising blackout technique still under experimentation by Army Engineers.



SUMMER SKIING

Californians bask in deep snows
at Lassen Volcanic National Park

In California the virus that infects the skiing enthusiast does not die with the coming of summer. As the vast snow fields of the Sierras melt, skiers simply climb higher and higher until they reach the peaks where the snow caps last all year.

One of California's favorite places for summer skiing is Mt. Lassen in Lassen Volcanic National Park. This peak boasts one of America's fastest downhill ski courses, beginning at its 10,453-ft. summit and

dropping sharply 2,200 ft. in a mile and a half. Here, while the valleys below swelter in midsummer heat, skiers climax their season with a slalom race called the Inferno.

For serious racing, summer skiers wear orthodox ski clothes. But for pleasure skiing they strip down like the girls above, walking between high snowbanks as if they were on a beach. Sunburn is a danger because the snow reflects the sun's rays from all angles.

CONTINUED ON PAGE 40



"Dear Son—Bozo can't seem to get used to my giving him his bath."



"Bringing home the bacon.—Mother"

VISIT HIM EVERY WEEK IN *SNAPSHOTS*

SNAPSHOTS FROM HOME—they're about the best gift you can send that soldier of yours. Slip a few in every letter. They'll remind him, better than words, that you're thinking of him . . . wishing him luck.

And don't take any chances with snapshots as important as these. Load with Kodak Verichrome Film—the best-liked film in America.

The secret of Verichrome's great popularity is its remarkable "range"—which takes care of reasonable exposure errors . . . lengthens your snapshot day . . . gives good snapshots even with the



"Add this to your rogues' gallery. Betsy"

sun behind the clouds . . . makes any camera a better camera.

Ask for, and be sure that you get, Kodak Verichrome Film—at your Kodak dealer's . . . Eastman Kodak Company, Rochester, N. Y.

EVERY SOLDIER WANTS A KODAK—
SEND ALONG THAT EXTRA ONE OF YOURS

Cameras are a big "want" among Service men. If you have an extra Kodak or Brownie, even an old one—make some soldier happy by sending it to him, with some film. Every camera Eastman makes is designed and built to last for years.

Accept nothing but the film in the familiar yellow box—Kodak Film—which only Eastman makes.



Send him Snapshots every week

A SPECIAL PREPARATION FOR SHAVING

FOR THE 1 MAN IN 7 WHO SHAVES DAILY

It Needs No Brush
Not Greasy or Sticky

Modern life now demands at least 1 man in 7 shave *every day*—and men in service must get clean shaves, too. Yet daily shaving often causes razor scrape, irritation.

To help men solve this problem, we perfected Glider—a rich, soothing cream. It's like your wife's "vanishing cream"—not greasy or sticky.

SMOOTHS DOWN SKIN

You first wash your face thoroughly with hot water and soap to remove grit and the oil from the skin that collects on whiskers every 24 hours. Then spread on Glider quickly and easily with your fingers. Never a brush. Instantly Glider smooths down the flaky top layer of your skin. It enables the razor's sharp edge to *glide* over your skin, cutting your whiskers close and clean *without scraping or irritating the skin*.

ESPECIALLY FOR THE 1 MAN IN 7 WHO SHAVES DAILY

For men who must shave *every day*—doctors, lawyers, businessmen, service men—Glider is invaluable. It eliminates the dangers frequent shaving may have for the tender face and leaves your skin smoother, cleaner. Glider has been developed by The J. B. Williams Co., who have been making fine shaving preparations for over 100 years.

SEND FOR GUEST-SIZE TUBE

If you want to try Glider right away, get a regular tube from your dealer. If you can wait a few days, we'll send a generous Guest-Size tube for a dime and any used metal tube. It is enough for three weeks and is very handy for traveling.

On this test we rest our case entirely—for we are positive that Glider will give you more shaving comfort than anything you've used.

Send your name and address with ten cents and a used tube to The J. B. Williams Co., Dept. CG-15, Glastonbury, Conn., U.S.A. (Canada: Ville La Salle, Quebec). Offer good in U. S. A. and Canada only.

Everett B. Hullburt
PRESIDENT



GIRL SKIER HAS NOTHING LEFT OF ORTHODOX SNOW COSTUME BUT THE BOOTS



ON MT. LASSEN'S WIDE OPEN SLOPES, SKIERS WEAR FACE GREASE AGAINST SUN

CALL FOR



Starring in Columbia's "The Lone Wolf in Scotland Yard"

WARREN WILLIAM
Popular
Hollywood
Star



IT'S A **WOW!**
THIS TOMATO JUICE
COCKTAIL STARTS
A MEAL OFF **RIGHT!**

Try a **WOW**—made
with **FRENCH'S**
WORCESTERSHIRE SAUCE

Wow your friends with this delicious new tomato juice drink. Just add to each glassful of plain tomato juice a few grains salt and pepper a tsp French's Worcestershire Sauce. Mix and serve cold. Be sure you use French's, for this famous sauce gives a fine, tangy, zesty flavor that can't be duplicated. Try it and see!

Top-Notch Quality
at half the price



CONTINUED ON PAGE 42

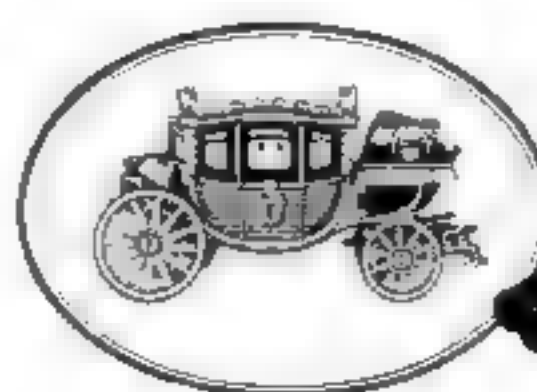


Turret mill, built by Fisher expressly for tank production, machines a tank turret at Fisher Body plant.

Master hands at many crafts

Long ago Fisher Body acquired leadership in an exacting trade through the mastery of many skills and crafts. Today this diversified craftsmanship is of indispensable value, as busy Fisher plants turn out war products in a variety that ranges from aircraft instruments to bomber assemblies and from machine tools and jigs to anti-aircraft gun mounts and tanks.

Master hands are busy at many crafts, impelled not only by pride in their work, but by the knowledge that in the speed, the excellence and the volume of their work lie the seeds of final and conclusive victory.



armament
BODY BY
Fisher
MOTORS

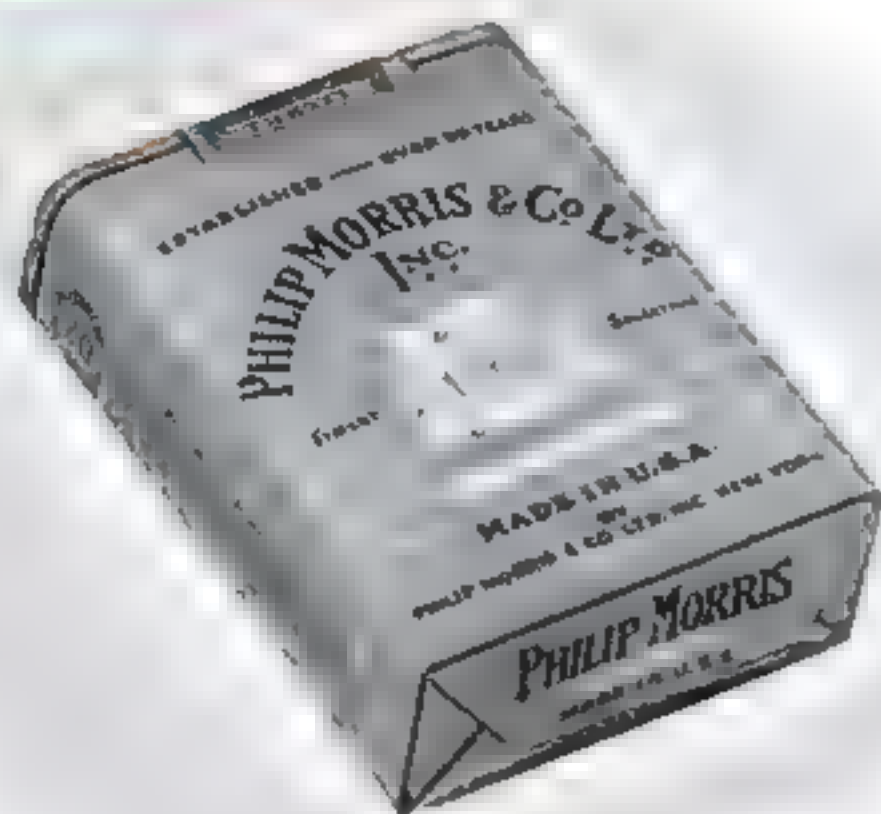
DIVISION OF GENERAL MOTORS



PROUDLY FISHER FLIES THE "E" FOR EXCELLENCE—highest service award in the Navy. Fisher, the FIRST in the automotive industry to receive this coveted emblem for its ahead-of-schedule production, is also the FIRST in the industry to fly the burgee with a star, awarded every six months for continued excellence of production.

INHALING

needn't worry *YOUR* throat!



THERE'S a lot of *difference* in cigarettes!

And here's how the five most popular brands stack up—as *compared* by *eminent doctors*!*

The *other* four brands averaged *more than three times* as *irritant* as PHILIP MORRIS

And this irritation—from the other four—*lasted more than five times as long!*

Sure, you inhale. *All smokers do.* So—*be sure* about *your* cigarette!

REAL PROTECTION
ADDED TO
FINER PLEASURE!



CALL FOR PHILIP MORRIS

AMERICA'S *Finest* CIGARETTE

(*Reported in authoritative medical journals.)

Summer Skiing (continued)



SKIERS DISCOVER ANOTHER USE FOR SKI POLES, AIMING THEM AT A JAP TARGET



SUN-TAN OIL IS INDISPENSABLE TO PREVENT SEVERE HIGH-ALTITUDE SUNBURNS



SPILLS IN THE SOFT SNOW ARE ALMOST PLEASANT TO THE HOT-WEATHER SKIER

Tempting Design for
*Nutritious
Eating*



The Order of the Day

—in civilian life or the service—is "Eat the Right Foods"—America needs you strong . . . Here is nutritious meat in cool, tempting circles and squares that sound the reveille to summer appetites

NEVER has good nutrition been more important. Too often finicky hot weather appetites and summer let-down may be caused by lack of certain essentials in the diet.

We are right in liking meat in summer, just as we do in winter, because it contributes in such variety many of the essentials of good nutrition which are not stored in the body to any appreciable extent and which must be

supplied daily in the foods you eat.

These delicious cold cuts contain the same complete proteins, B vitamins, iron, copper and phosphorus as the steaming roast or the sizzling chop. They are just as digestible. No waiting. No cooking. All food.

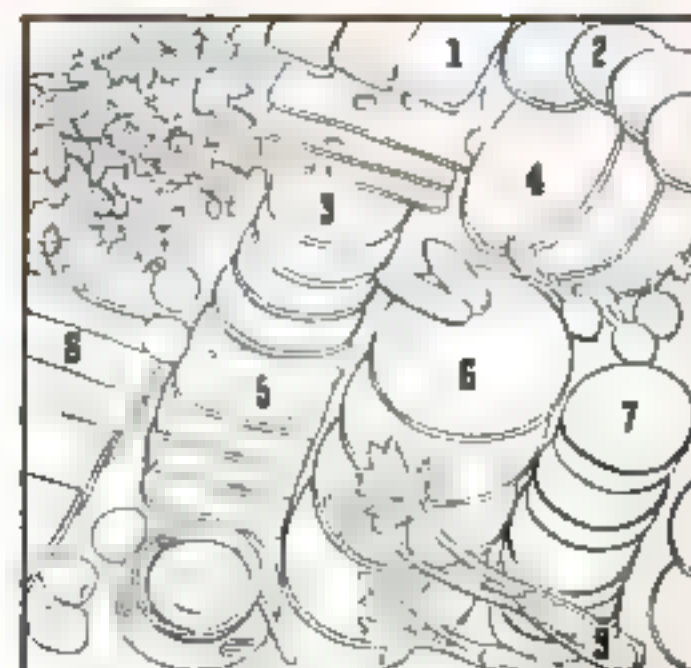
There are more than 150 different sausage products from which to choose.

Your meat-man is featuring a wide variety of them in various combinations priced for any market basket.



This seal means that all statements made in this advertisement are acceptable to the Council on Foods and Nutrition of the American Medical Association.

AMERICAN MEAT INSTITUTE, Chicago



Meats illustrated: 1. canned luncheon meat, 2. cervelat, 3. salami, 4. tongue, 5. cold pressed ham, 6. bologna, 7. liver sausage, 8. souse, 9. celery stuffed with liver sausage (mash $\frac{3}{4}$ -inch slice of liver sausage with 1 tbsp. minced parsley, 2 tps. horse-radish).

The Promise of the Sky



IF YOU want a picture, clear and unforgettable, of the future of our nation, notice sometime the way a boy's eyes light up as he contemplates the sky. The gleam you will find there is a spark that has kindled all the great accomplishments of man. It is a reflection of the impulse to reach beyond the known horizon, and wrest a foothold from tomorrow.

Today the young men of America have taken on a stern but necessary task. Boys who only yesterday were probing the mysteries of flight with their home-built model planes are now at the far corners of the earth, flying the giant bombers, the sleek, swift fighting planes that are America's most powerful answer to the forces of barbarism.

The American aviation industry itself reaches back a scant four decades. Yet it is the very center of the biggest job our nation ever faced — bearing a major share of our effort to re-establish a world where men may walk unhampered and in freedom.

From the first days of American aviation, Goodyear has been a part of our constant progress in the air. As early as 1910, the Wright Brothers were using Goodyear Fabric on the wings of their planes; and today thousands of Goodyear men and women are working night and day, building almost every essential airplane part for our Army and our Navy.

So it will be — until the day of Victory! Nothing matters now except the swift and certain winning of the war. But with the coming of peace, aviation can turn once more to the true promise of the sky. For no one can doubt that the airplane is the symbol of the civilization that lies ahead. It is the instrument by which men will learn to live as neighbors in the small and compact world which the fact of flight itself created.

* * *

For heavier-than-air craft, Goodyear makes complete wing and tail units, control surfaces, floats, fuselage sub-assemblies, magnesium and aluminum alloy wheels, hydraulic disc brakes, as well as tires, tubes, bullet-puncture-sealing gas tanks and hose, and flotation gear for leading aircraft manufacturers. . . . In the lighter-than-air craft field, Goodyear supplies barrage balloons and blimps to the U. S. Army and the U. S. Navy. . . . Goodyear Aircraft Corporation, Akron, Ohio.

* * * * *

* America must be first in the air *
* Unless and until America is *
* the most powerful nation in *
* the air, our safety, our free- *
* dom and our standard of liv- *
* ing will not again be what *
* they have been in the past. *

Philo S. Dade

* * * * *

GOOD YEAR
AIRCRAFT

"What's buzzin', Cousin—at the Red Horse Sign?"

An illustration featuring two brown horses in the foreground, their heads turned towards the center. In the background, a Mobilgas sign with a red winged horse logo and the word 'Mobilgas' in blue is mounted on a pole. Below the sign, the words 'SOCONY-VACUUM' are visible in red. To the right of the sign is a large white can of Mobiloil, also featuring the red winged horse logo and the word 'Mobiloil' in blue. The scene is set in a gas station with other pumps and buildings visible in the distance.

Mobilgas
SOCONY-VACUUM

Mobiloil

**Millions are Finding
Wartime Car Service Pays!**

HERE'S HOW your Mobilgas dealer will help you save wear, save gas, save money:

- 1 Check your tire pressure weekly. This helps save both rubber and gasoline.
- 2 Switch your tires every 5,000 miles. Evens tire wear...makes the entire set last longer.
- 3 Change your oil every 1,000 miles. Refill with clean Mobiloil...world's largest-selling motor oil.
- 4 Check your battery every 2 weeks.
- 5 Mobilubricate your car every 1,000 miles—protect every chassis part from costly wear!
- 6 Adjust your carburetor for thrifty mileage...or recommend a competent man to do it.
- 7 Condition radiator water against rust and scale.
- 8 Protect gears with the right Mobiloil Gear Oil.
- 9 Clean your spark plugs every 5,000 miles. May save up to 10% of your gas.
- 10 Clean air-filter every 2,000 miles—helps save gasoline. Change oil-filter every 8,000 miles.

SOCONY-VACUUM OIL COMPANY, INC., and Affiliates:
Magnolia Petroleum Co., General Petroleum Corp. of Cal.

*By permission of Bregman, Varco & Conn. Inc.

For Most Miles per Gallon—

GET MOBILGAS DEALER SERVICE



WITH BOMBS CRASHING ALL AROUND THEM, REFUGEE CHILDREN JOINED THIS PATHETIC PARADE OF OLD MEN AND WOMEN FLEEING FROM THE NAZI INVADERS OF FRANCE

MOVIE OF THE WEEK:

The Pied Piper

With humor and pathos it tells a simple story of refugee children

One sure way to measure the improvement of movies is to compare the old melodramas of World War I with such new war films as *Mrs. Miniver* and *The Pied Piper*. Instead of spending all their footage on a villainous portrayal of the enemy, today's best films, with more subtlety and sense, crusade for the human rights now at stake: the right to a decent family life, the right of children to grow up freely.

Twentieth Century-Fox's *Pied Piper*, which tells of refugee children escaping from Europe, is no lengthy

epic. But its mixture of poignance and humor and its able cast, headed by crusty Monty Woolley, lift it into the class of worthwhile films.

Published first as a novel, *The Pied Piper* is by Neville Shute, an airplane designer who is now a lieutenant commander in the British Admiralty. It was adapted by sane, shrewd Nunnally Johnson who, working alone as producer and author, refutes Hollywood's theory that too many cooks improve the broth, demonstrates that a one-man job is often the best job.



Stranded in a French station, a peppery old Englishman (Monty Woolley) comforts two English children whom he has agreed to take back to England when Nazi invasion begins.



A family of French refugees befriends the Englishman and his two charges. Then the tiniest member of the family (center) attaches herself to him, so he soon has three tots on his hands.

Claire Trevor says... "The whitest white and kindest to my shoes... is new

SHINOLA WHITE



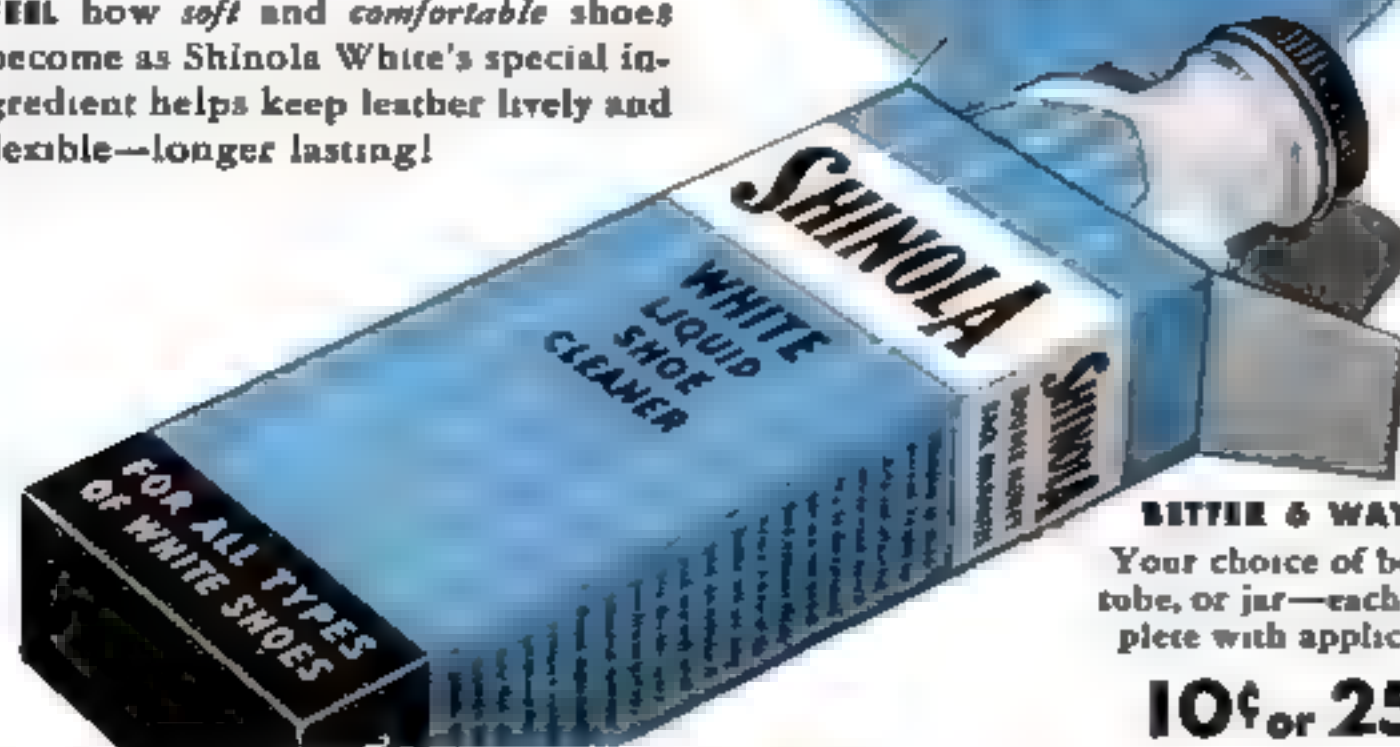
CLAIRE TREVOR—SOON TO APPEAR IN COLUMBIA'S NEW TECHNICOLOR PRODUCTION "THE DESPERADOS"

And this thrilling lotion-cleanser actually helps keep white shoes lively, supple too!

• Movie stars' shoes, often in the spotlight, need the *best* of care! That's why many of Hollywood's brightest stars insist on new Shinola White to keep shoes looking smart! Try this marvelous new snow-white lotion yourself. Costs no more and gives you six outstanding benefits for perfect white shoe care:

1. **SEE** Shinola's *whitest white* pigment restore all kinds of white shoes to snowy whiteness in a jiffy!
2. **WATCH** its special active cleanser banish surface stains and smudges *fast*!
3. **NOTE** how it *stays creamy*—doesn't separate. Always the right consistency to spread evenly, cover thoroughly. Dries quickly, non-streaky too!
4. **FEEL** how *soft and comfortable* shoes become as Shinola White's special ingredient helps keep leather lively and flexible—longer lasting!

5. **ENJOY** its distinctive fresh fragrance that makes it a pleasure to use!
6. **COMPLETE SATISFACTION GUARANTEED!** If not delighted, mail bottle to address on package for double your money.



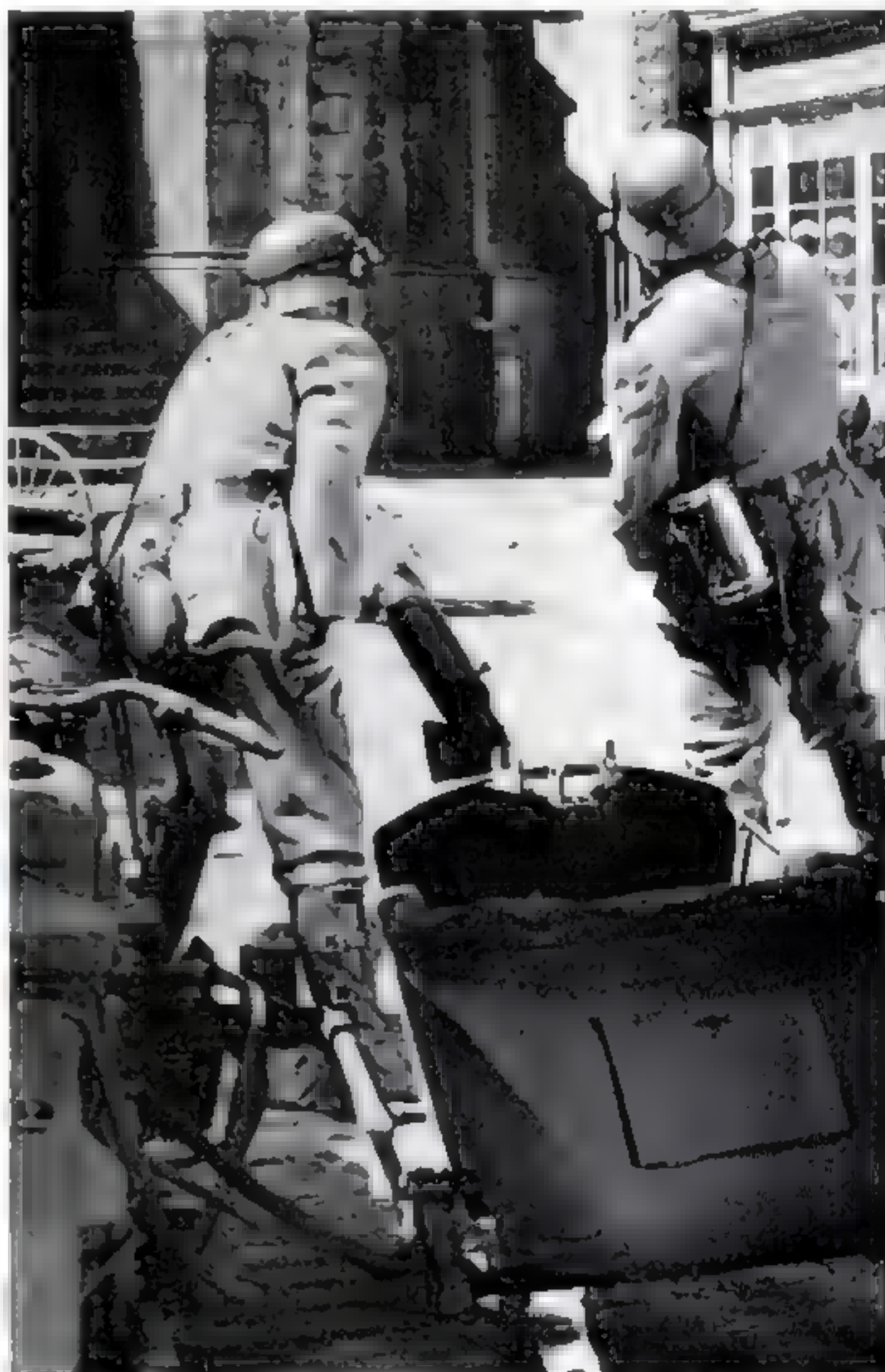
BETTER 6 WAYS!
Your choice of bottle, tube, or jar—each complete with applicator.

10¢ or 25¢

"The Pied Piper" (continued)



A shell-shocked French boy, who has joined the Englishman's little troupe, tries to beat up German soldiers singlehanded. On the curb stand English and French girls.



To save his French friend, who has attacked the German soldiers, the English boy (Roddy McDowell) runs into the street and tries to drag him back to the curb be-



Germans cuff the little French boy who has attacked them in blind childish rage because he has seen German soldiers kill his mother and father before his own eyes.



fore he can get into any more trouble. Like the Pied Piper who led the children out of Hameln, the Englishman now has four children to lead safely home to England.

CONTINUED ON NEXT PAGE



Government Authorities say well-planned menus play a big part

"Give a man a better breakfast and he'll do a better job. That is why our Nutritional Authorities ask us to include whole grain foods in our diets. Our Number One morning meal is Nabisco Shredded Wheat and milk with peaches or other

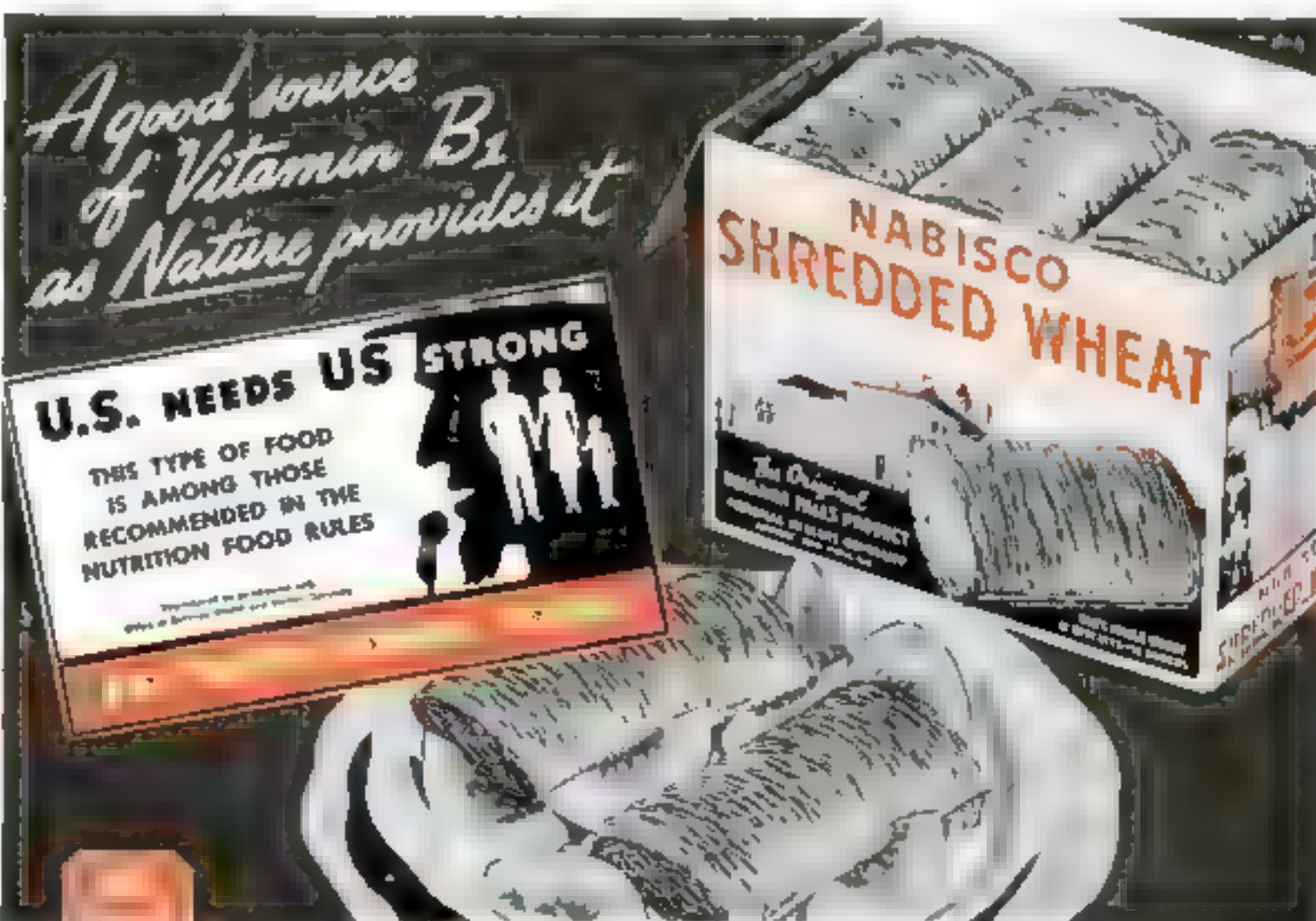
fruit. That refreshing, nut-like flavor wears well, day after day. Best of all, Nabisco Shredded Wheat is a good source of Vitamin B₁, as Nature provides it." Order by the full name—Nabisco Shredded Wheat, in the Niagara Falls package.



MEN WORKING HARDER need energy foods. That is where Nabisco Shredded Wheat helps. Made of 100% whole wheat, it is a good source of natural Vitamin B₁, essential minerals and energy values from the rich whole grain.



CHILDREN TAKING OVER some of Dad's duties, also should have ample energy food values. Natural Vitamin B₁, of which Nabisco Shredded Wheat is a good source, helps convert foods into keen, live-wire energy for the whole family.



Baked by NABISCO . . . NATIONAL BISCUIT COMPANY

TALL

SUMMER DRINKS
WILL CONVINCE YOU..



100 PROOF

Famous
**OLD
FORESTER**
America's Guest Whisky

BROWN-FORMAN DISTILLERY COMPANY, INC.
at Louisville in Kentucky



A small newcomer from Holland (left) joins the group in the home of two Frenchwomen who temporarily shelter the refugees. Now there are five young wanderers.



On a night train the Englishman takes his five children to Brest, accompanied by a young Frenchwoman who plans to send them secretly to England in a fishing boat.



Englishman is captured in Brest and sees one of his countrymen shot in courtyard of a Nazi official. Hereafter *The Pied Piper* comes to a surprisingly original climax.



A DAB A DAY

KEEPS P.O.*AWAY

New cream positively stops
*underarm Perspiration Odor
as proved in amazing

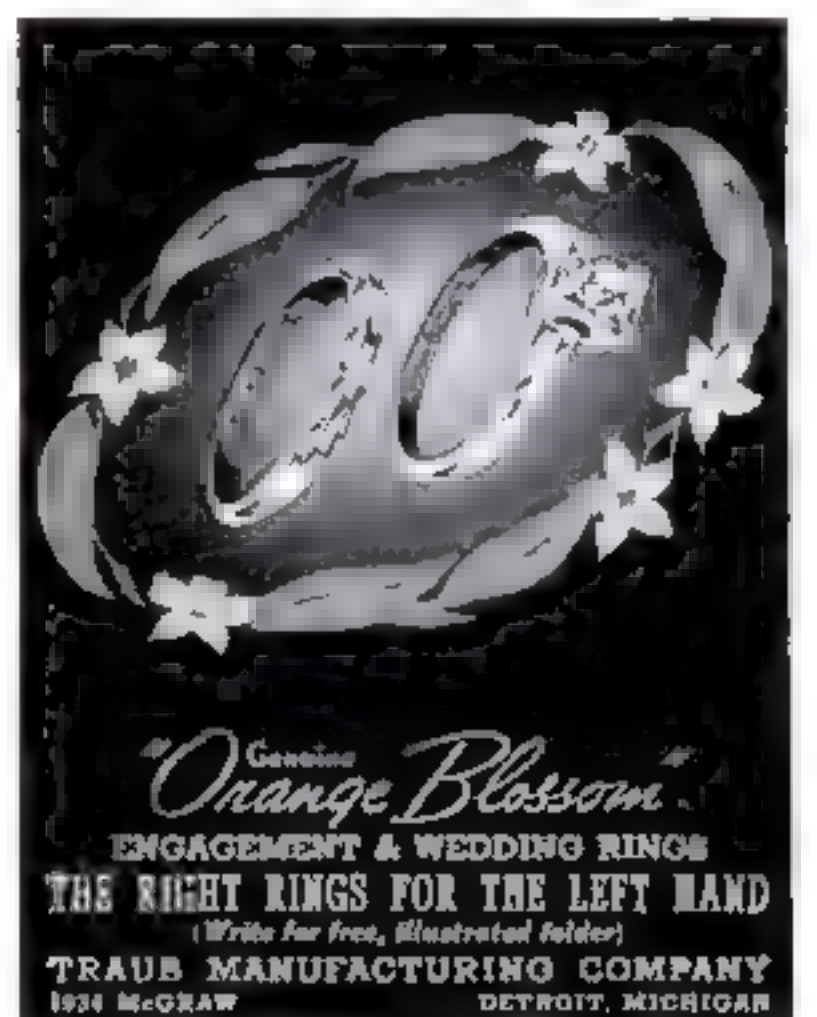
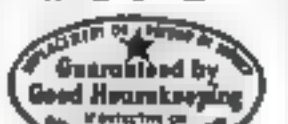
HOT CLIMATE TEST

1. Not stiff, not messy—Yodora spreads just like vanishing cream! Dab it on—odor gone!
2. Actually soothing—Yodora can be used right after shaving.
3. Won't rot delicate fabrics.
4. Keeps soft! Yodora does not dry in jar. No waste; goes far.

Yet hot climate tests—made by nurses—prove this *dashier* deodorant keeps underarms immaculately sweet—under the most severe conditions. Try Yodora! In tubes or jars—10¢, 30¢, 60¢. McKesson & Robbins, Inc., Bridgeport, Connecticut.

YODORA

**DEODORANT
CREAM**





Who's Going to Enslave "Who"?

This worker's answer is "no one"! In plants and on farms, he and other grim Americans are working and sweating for Freedom, standing solidly behind their buddies "over there"! Millions of these men *Rely on Reliance* Big Yank Work Shirts with their patented features,* and Big Yank Victory Model Pants, patterned after the regulation cuffless trousers worn by every man in our armed forces, for extra wear and comfort on the job. Just as so many of our armed forces, themselves, rely on Reliance-made Parachutes, Mechanics' Suits, Jackets, Pants, Shirts and Underwear.

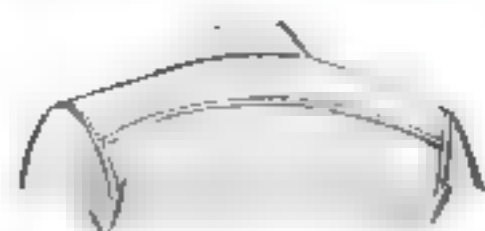
*No other work shirt in the world has these patented features!



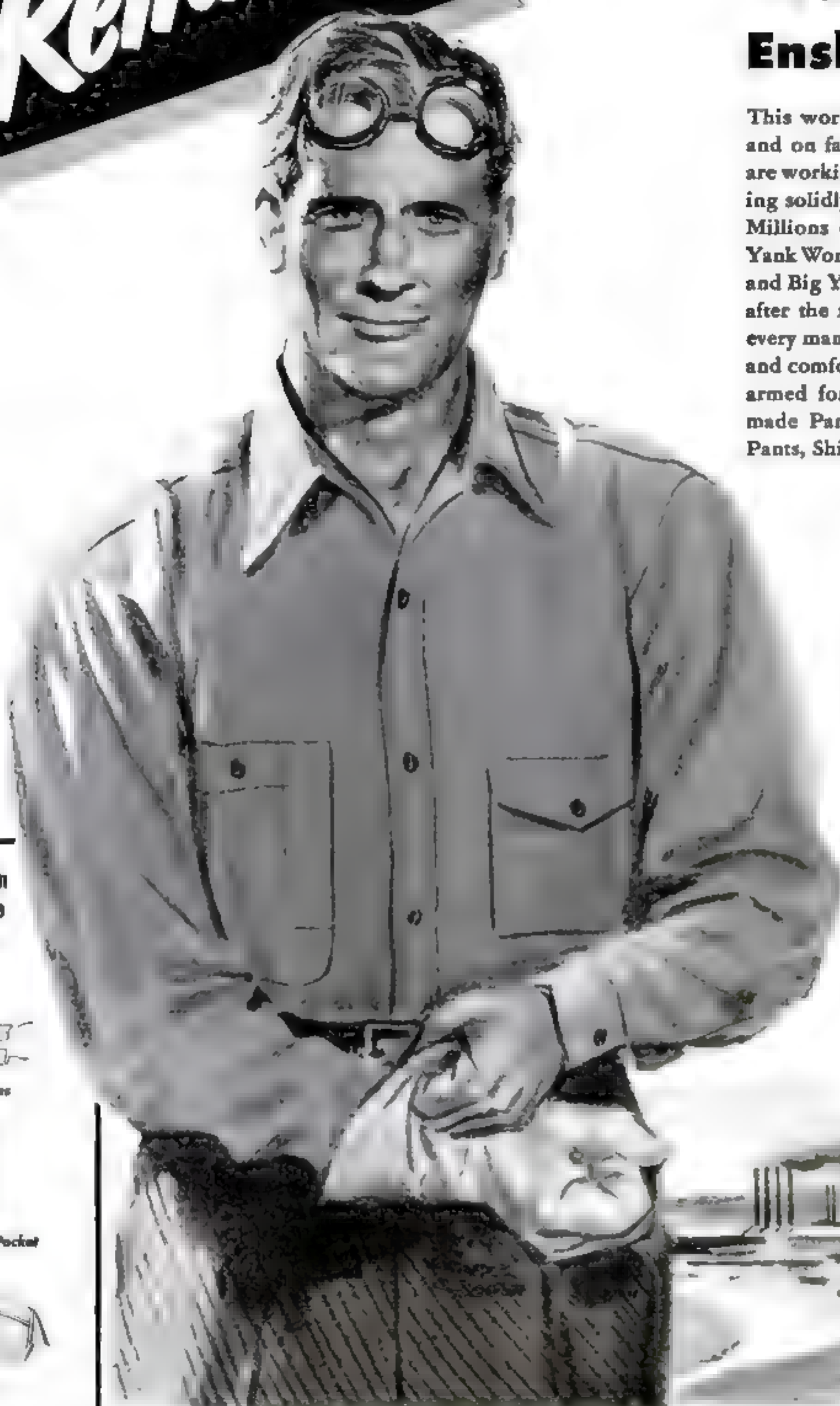
Elbow-Action Sleeves



Sweat-Proof Cigarette Pocket



Strain-Proof Yoke



RELIANCE MANUFACTURING COMPANY

212 W. Monroe St., Chicago, Ill.

New York Offices: 200 Fifth Ave.—1350 Broadway

MAKERS OF Aywon Shirts • Ensenada Slack Suits • Happy Home and Kay Whitney Frocks
Big Yank Jackets • Universal Pajamas • No-Tare Shorts • Yankshire Coats

SUNSETS

Dust and haze brighten the sky
with gaudy and beautiful colors

The scientists have a very simple explanation for the phenomenon of sunset colors. It is all a matter of wave length. As the sun goes down, its rays are seen after passing through the lower part of the atmosphere which is filled with dust, dirt and moisture. This haze filters out short wave lengths of light but lets long wave length through. Blue light is made of short wave lengths, red of long. When the sun drops, most of the blue light is blocked out. But the longer red wave lengths come through to disturb the sky with bright red and orange colors and to turn the blue to purple.

The dirtier the air, the lovelier the sky seems. The most vivid sunsets in the memory of living men took place in the 1880's. In 1883, the volcano of Krakatoa near Java blew up with such violence that it scattered volcanic dust over the whole globe. The dust from Krakatoa hung in the heavens for three or four years and the sunsets during that time were unbelievably magnificent. All these scientific explanations, of course, are of little use to a plain man who finds that the gaudy displays simply muddle his mind and fill him with a sense of beautiful but unexpressed poetry.



A sunset at least 22,000,000 people have seen is this version of sundown over the Grand Canal in Venice. It was painted by an artist named Thomas Moran and has appeared in full color

on 22,000,000 calendars printed by Brown & Bigelow, the biggest U. S. calendar company. Moran, who lived in U. S. and died in 1926, was much influenced by the paintings of Turner.



Sunset at Sunset, Texas: This is how the sun goes down in the small town of Sunset, near Fort Worth. There are at least 25 U. S. places named Sunset. There are also about a dozen Sunrises.



No sunset at Petsamo, Finland: In late spring and early summer, sun never sets at all in this northern place. It simply moves round and round horizon, as this triple exposure shows.



ON RIM OF A TROPICAL HORIZON, AN INCANDESCENT SUN BURNS AWAY EVENING CLOUDS. BELOW: SUN THROUGH A WINTER HAZE FLOODS LOWER MANHATTAN WITH BRONZE



Sunsets (continued)



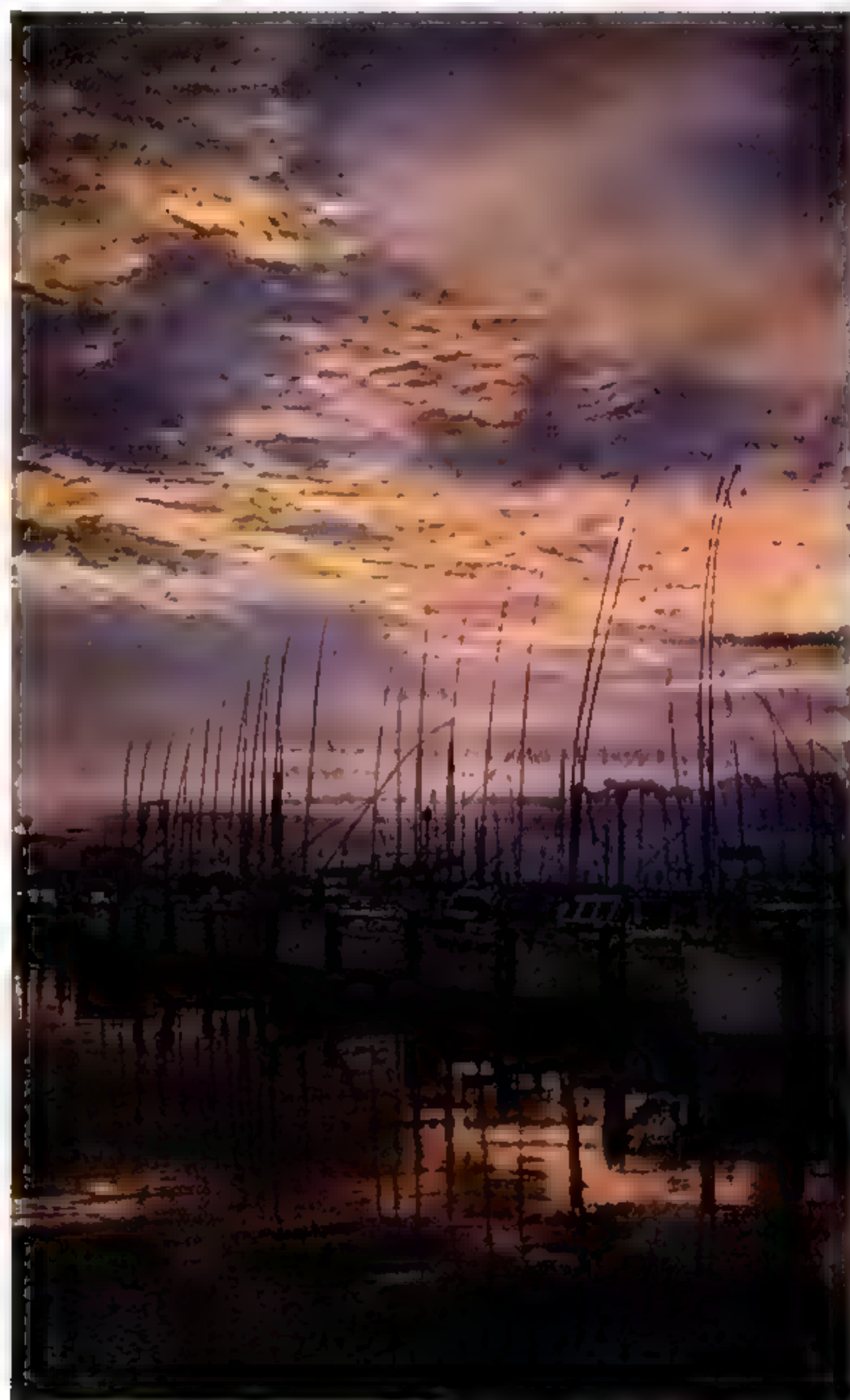
MOUNTAINS AND A LAKE REFLECT THE SPLENDOR OF A SUNSET IN A STORMY SKY



AN ANGRY SUNSET REACHES ACROSS THE SKY ABOVE AN ALREADY DARKENED LANDSCAPE



LUMINOUS EVENING CLOUDS SILHOUETTE A COMPANY OF LONG-STEMMED PALMS



THIN BAMBOO POLES OF FISHING TRAWLERS POINT UPWARD TO A GLOWING SALMON SKY



You CAN AUTOGRAPH THIS BOMBER!

Every few minutes (our enemies would like to know *exactly* how often), another airplane is completed at one of North American Aviation's great plants.

Sometimes, one of our workers gives it a personal finishing touch. He paints on the fuselage a single parting word—"Tokio," "Berlin" or maybe just his own initials.

We want *you* to be as proud of these planes as we are at North American. We'd like to put your name on one of these planes because *you're* helping to pay for it by buying War Bonds, and by paying taxes.

Here's how you can autograph one of the planes pictured above. Mail us a penny postcard, with your name and the serial number of the next War Savings Bond you buy. Address North American Aviation, Dept. C,

Inglewood, California. And we'll write your name on a plane destined to smash the Axis.

Perhaps your name will go on a North American B-25 Bomber like the first Army plane that sank a U-boat in the Atlantic, and first carried the war to Tokio. Perhaps your name will fly with a deadly North American fighter, like those that have downed Messerschmitts over Europe and Jap Zero fighters across the Pacific.

We want *you* to feel the same glow of pride we

feel, every time another plane rolls off the production line. We want *you* to be a member of North American's team.

You are the men and women we're working for, because *you* are the United States of America—130,000,000 strong... fighting, saving, and working together to do the most worthwhile job in history.

NORTH AMERICAN AVIATION, INC.
Main plant, Inglewood, Calif.

**NORTH
AMERICAN**
Sets the Pace



FIRST to bomb Jap positions in the Philippines were North American B-25s.



FIRST to deliver a plane under National Defense contracts.

BONDS BUY BOMBERS!
When you buy War Savings Bonds you're buying planes for victory. Buy Bonds each payday!

JOIN THE ARMY OR NAVY AIR FORCE

BOMBERS



FIGHTERS



TRAINERS



☆ For the United Nations, B-25 ("The Mitchell") ☆ For U.S. Army and RAF, "Mustang" ☆ For U.S. Army, AT-6A... For U.S. Navy, SNJ-3... For RAF, "Harvard" ☆

ARMY





DOG SITS POISED FOR ATTACK IF THE SENTRY, EXAMINING THE MAN IN CAR, GIVES THE SIGNAL



A GERMAN SHEPHERD AND A GREAT DANE WITH DOG TAG ARE NOW IN ARMY

WAR DOGS

Hawaii recruits 2,500 as sentries

Like a boxer in a free-for-all, the U. S. Army in Hawaii must watch for attacks not only from the front but from the rear. Day and night the Islands await invasion. In addition, because nearly a third of the 123,000 population is Japanese, the Army must always guard against sabotage.

To help solve its problems, the Army is recruiting 2,500 dogs as sentry assistants. At Hickam Field (opposite) trained shepherds stalk up and down in front

of Flying Fortresses. At lonely sentry outposts (above) dogs lie poised to attack unwelcome visitors. Even General Emmons has his own dog to help protect him.

These dog sentries are part of a nation-wide program called Dogs for Defense, organized to supply Army dogs. In Hawaii Harold Castle is their chief representative. Under him a program has been devised by which qualified dogs will be volunteered by their owners, with most being returned after the war.

UNTERRIFIED BY THE EXPLOSION OF A GUN, GERMAN SHEPHERD ATTACKS A JAPANESE-AMERICAN SOLDIER WEARING PADDED CLOTHES. DOG IS TAUGHT TO ATTACK ARMS





Through streets of downtown Honolulu Army cadets must teach their dogs to "huck" beside them. Filled with timidity of seeing Eve will be head training assisted by Army enlisted men.



Over the hurdles goes a white German shepherd dog during preliminary training course. Shepherds make the best farm dogs but Airedales, Doberman pins, and boxers are also good. D. L. Hines courtesy of U.S.S.



Diets for the dogs are posted on the walls of kennels. These kennels are in dog quarantine station, which was formerly used to prevent the introduction of rabies to New Zealand.



General Emmons' dog Questor, given to him by Harold Castle, sits on guard at entrance to the general's Earl Shafter office. Tidal quotas. Emmons has ordered dogs brought by plane to OLB from out-asked Is.

BOUNCE BACK WITH HEMO—NEW VITAMIN AND MINERAL DRINK!

DRINK YOUR VITAMINS
AND LIKE 'EM!

SAYS ELSIE, THE BORDEN COW



© The Borden Company

THERE'S A grand new vitamin drink waiting for you at the nearest soda fountain—and at your grocer's or druggist's.

It's **Borden's HEMO**—new vitamin and mineral-fortified drink. HEMO has the smoothest, richest malted flavor you've ever tasted—yes, better than the tastiest malted milk.

And, in addition, HEMO is supercharged with

food elements you need for health and vitality! Vitamins A, B₁, D, and G. Plus iron, calcium, and phosphorus.

Just one glass of HEMO daily added to a usual diet makes up almost any shortage of vitamins and minerals! So start drinking HEMO now. See if it doesn't give you more "get-up-and-go!"

Try HEMO today—it's wonderful!

Borden's
Hemo



At your favorite fountain: Ask for HEMO made up like a malted milk in any flavor you like.



To make HEMO at home: Follow directions on label. Enough HEMO for one drink costs only 2½¢.



Full pound—24 delicious drinks
...at your grocer's or druggist's **59¢**



HAVE YOU SIGNED THE PLEDGE to keep your trucks rolling—Longer?

THE TRUCKS OF AMERICA face a tough job... a gigantic job... a job that will *have to be done with the trucks that are already working*. New trucks will be extremely rare.

Because America's trucks must last longer, work harder, the United States Government, through the Office of Defense Transportation, has launched a program of Preventive Maintenance for truck conservation. This plan calls for regular inspections, to prevent costly breakdowns before they happen—early replacement of worn parts—careful driving to save wear and to add miles to precious tires.

And to be sure of *your* loyal cooperation, your Government is asking you—and every truck owner, driver, and mechanic in America—to sign a pledge... a pledge that is your solemn promise to do all you can to keep your truck in tip-top shape.

The entire truck industry MUST dedicate itself to this cause as a patriotic duty.

If you—as a truck owner and operator—have signed the pledge for truck conservation, be sure your truck carries the red, white, and blue emblem shown above.

If you have not received your emblems yet, get them right away wherever you see the "Official Station" placard shown below. You'll find this pledge of service at garages, leading service stations, and truck dealers all over the country—including the thousands of International branches and dealers from coast to coast.

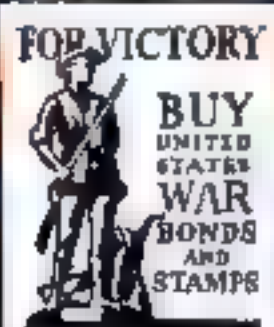
International branches and dealers are not only pledged to carry out the Government's program, they're *equipped* to serve you with factory-standard parts and maintenance. They know trucks. They're trained on trucks. They're *truck specialists*. And they're educated in the very kind of protective maintenance the Government is urging you to use. They're prepared and pledged to help *you*, no matter what the make or model of the truck you operate.

So sign the pledge. Display the emblem. International's specialized preventive maintenance is ready to help you keep your trucks rolling longer... for Victory... and for AMERICA!



Thousands of International dealers and branches have signed the Office of Defense Transportation Pledge and have qualified to display this official card.

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INTERNATIONAL Trucks



LINE TRACES LONGEST CONTINUOUS TREK BY A WAR CORRESPONDENT IN WORLD WAR II. NUMBERS, MARKING STOP-OFFS, CORRESPOND TO CAPTION NUMBERS UNDER PICTURES BELOW

75,000 MILES

IN HIS OWN PICTURES AND WORDS, GEORGE RODGER TELLS OF HIS TRAVELS AS LIFE WAR PHOTOGRAPHER



GEORGE RODGER, LIFE PHOTOGRAPHER

Early the morning of July 9, 1942, a lean young Englishman in British Army uniform stepped alone from an Atlantic Clipper at LaGuardia Airport in New York and lit a cigaret. This ritual marked for George Rodger, LIFE staff photographer, the end of the longest journey by any photo-reporter or newswriter in this or probably any other war. He had gone 75,000 miles from December 1940 to early last month—more than three times around the world. His war picture odyssey

took him from Glasgow, Scotland, to Duala, Africa, across the Sahara and into Eritrea, Ethiopia, Iraq, Syria, Libya, India, China and Burma (see map above). Constantly doubling back on his tracks, he saw battle action in a dozen places.

From time to time LIFE has published photo-reportage by George Rodger on this roving assignment. Now the editors let him tell his own story of his travels, with his own pictures arranged chronologically and his own words used as captions.

CAMEROONS



1 French Daily in French Cameroons Jan. 19, 1941 on a British motor launch, water sunk with a French Free French have not heard of me, want me to photograph in only secrecy



2 Permission to follow Free French comes when General de Larnaud arrives. I said that was grand and where were they? He said they were attacking Kufra, up in Libya.



3 From Free French headquarters in Chamber of Commerce Building, De Larnaud assigns me an officer as guide, sends us north from Duala to the fighting in Libya.



4 Our caravan of two Chevrolets is ferried across a Cameroon river in the heart of the jungle. Absolutely everything had to be carried, including food for two months.



5 Each evening we shoot a buck to save on tinned food. We take the best cuts and natives appear by magic to squabble over the rest. Not shown are vicious mouth-mont flies.



6 Halfway through jungle, we come into Bouar where a few white Free Frenchmen are drinking big barba tribesmen. The jungle, which is greatly overrated, is thinning out.

EQUATORIAL AFRICA



7 This is lion and giraffe country, approaching Bozoum (see map page 1). But you never see a lion unless he's just too senile to get out of your way. This was fairly easy going.



8 After 1,400 miles of jungle, we reach Fort Lamy where Chari and Logone Rivers converge on edge of Sahara Desert and Lake Tchad. Only 1,800 miles to go to Kufra.



9 Free French reinforcements ferry river behind us into Fort Lamy. These troops slogged across 5,000 miles of jungle and desert to get in a bit of fighting in East Africa.



10 The bar at Fort Lamy is *Le Cercle marocain Tchad*. These French men drink mainly Scotch. They were a fine lot of men. Our car was captured Italian flag.

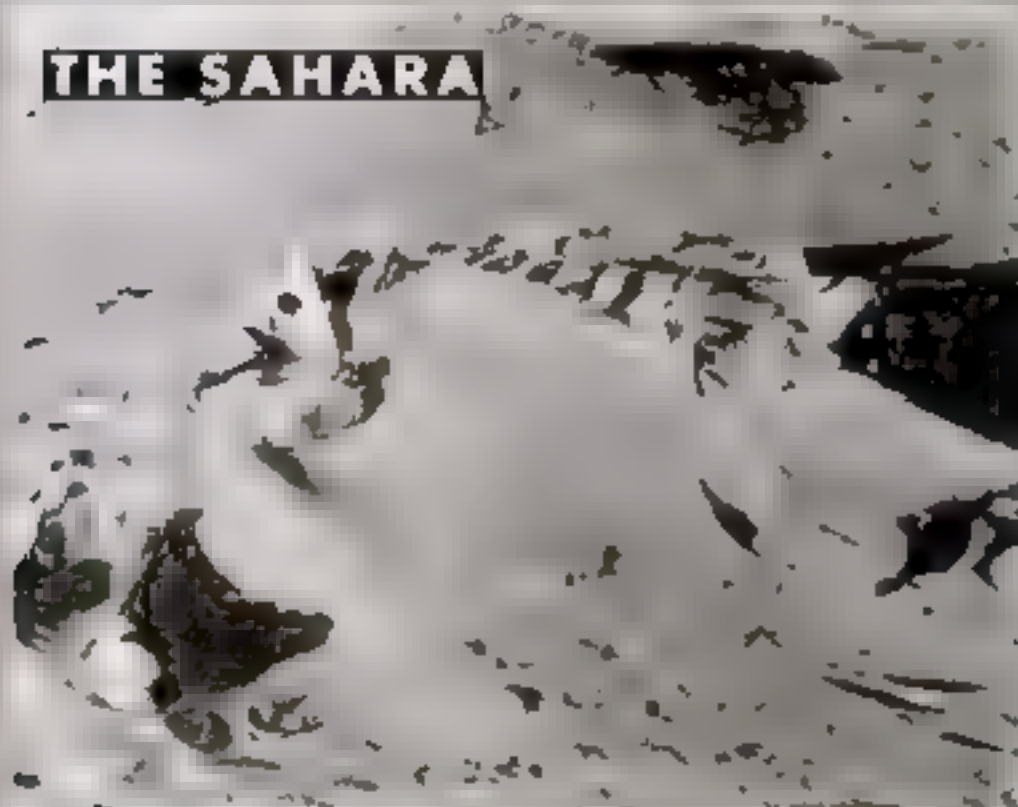


11 On parade ground at Fort Lamy, near the river, the Sultan Kasser mounted on a caparisoned horse in foreground puts on a fantasia with trumpet and in our honor.



12 Singing our praises as they charge directly at us, the Sultan's Haussa chieftains arrange to mass-kill us by every few feet. They call this the Royal Salute.

THE SAHARA



13 The real desert begins beyond Mousson, 175 miles on where sandstorms blow away all trails except the lines of camels. We put locks on our precious water tanks.



14 We are now completely lost, packing up camp after cold night. I do not speak the Arabic, English or even French, so we cannot communicate. We just head north.



15 We get hopelessly stuck in a bad patch and our loony guide *coff* soars with head in hands and a look of pure amazement. At the right is our New Fly, Bumpy.



16 Each time we stop, the guide dashes into the desert, returns spitting and belching and waving his arms, pointing east and then west. We know Kerotop is tortu-



17 The guide had gone off into the night with a lantern. A sandstorm had sandpapered our faces. We were down to a cup of water a day. Then along comes this Ara-



18 Now, with a good guide, we ride at 60 m.p.h. across pebble desert, without following a track. Except for nearly breaking my neck, we reach Faya without incident.



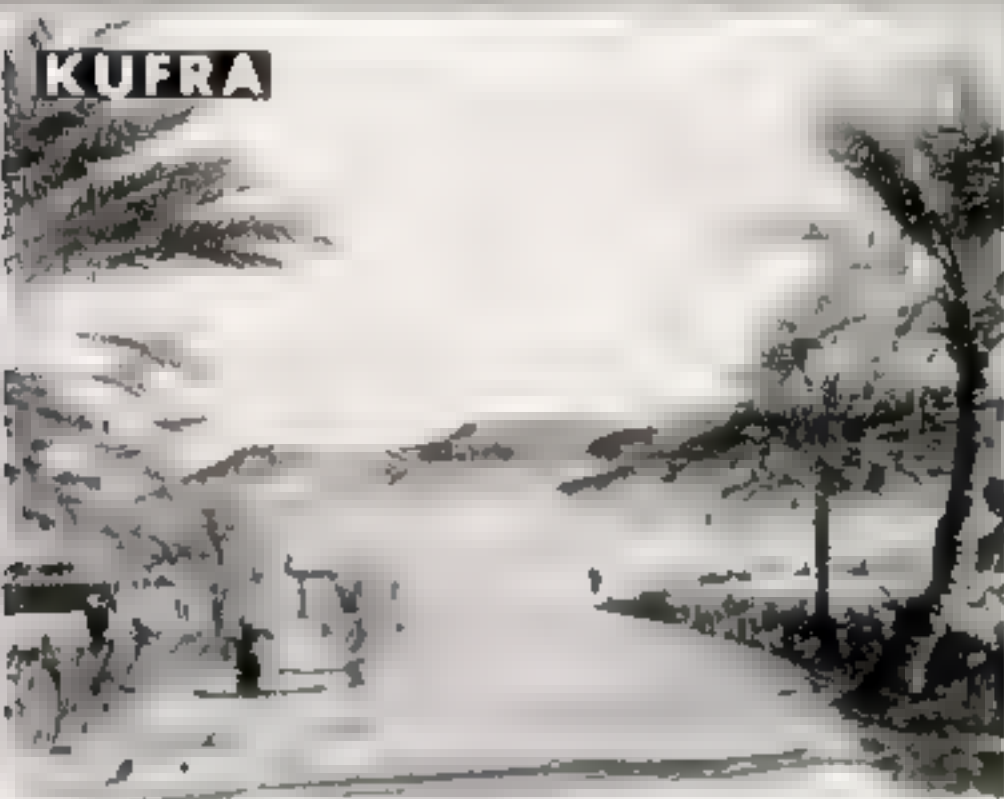
19 On the last leg to Kufra, we have a "road" through the Black Iron Roka Mountains. In 100 miles we completely run out of fuel and that is rather serious.



20 The lake of Oumanga rises like a mirage but the catch is that it is salt. This was last French outpost (see barbed wire) before we came to border of Italian Libya.



21 The last Italian outpost was the well at Sarra, which Italians had destroyed. Before Free French could advance, they had to send a patrol up ahead to fix this well.



22 The fort of El Fath at Kufra with its tower towers appears at last. But I am just one day late as the Italians have surrendered and the French have gone on.



23 I find one of the four planes Free French destroyed by a surprise raid on the airfield at Kufra before the main attack. This is all the war I can find at Kufra.



24 The Italian prisoners were delighted to be going to Fort Lamy for the big-game hunting, told the Free French, "It is ridiculous to expect married men to fight."



25 Reward of Colonel Leclerc, who refused to promote himself to general until he had beaten Germans, is 52 machine guns, 400 rifles, 60 Italians, 350 black Askaris.



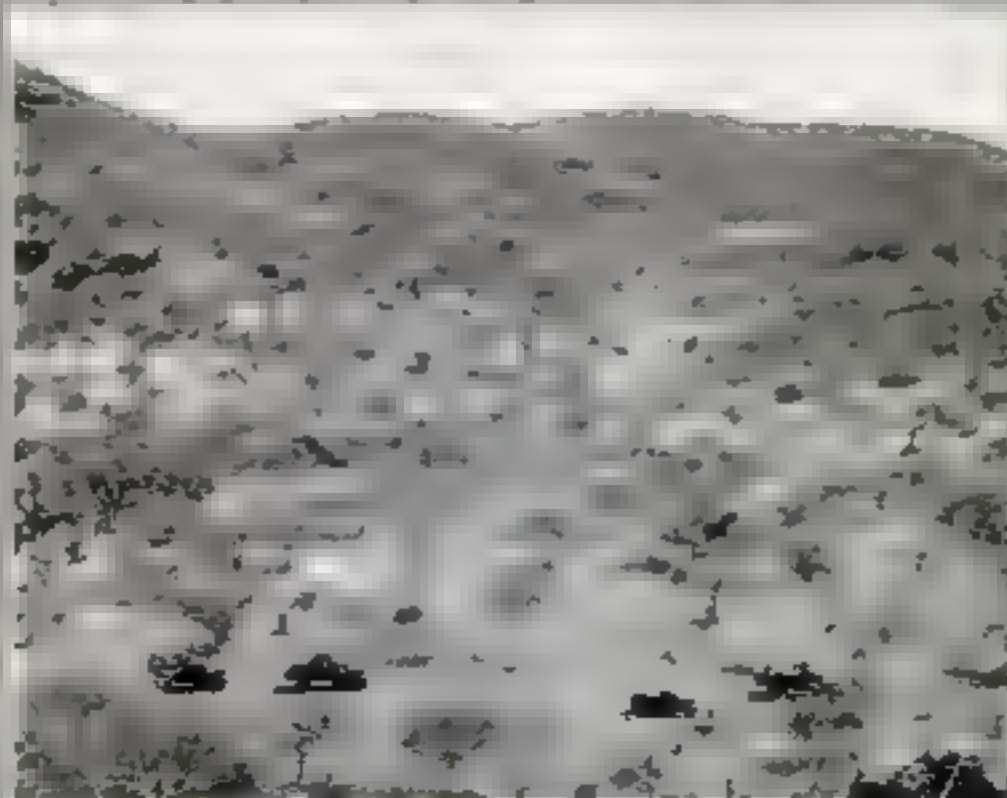
26 Chasing Free French again straight across desert, we get stuck about every 20 minutes. Digging out grows tiring and monotonous. Finally we break a rear axle.



27 Wrecked 120 miles from water, I send my French officer for help and make camp. After four days, I am down to my last water. Tomorrow I must start walking.



28 On fourth day, Frenchman arrives with another axle. He is tired with sunstroke and dizziness. I repair car with metal blading belt and jacks slipping in sand.



29 As welcome as the Holy Grail is sight of the Free French caravan I have pursued for 3,000 miles. We have only 2,000 miles more to go to reach Entrea fighting.



30 The cheerful French, who have turned in a feat of marching to rank with Hannibal's, admit me to their mess. I have grown tired of date and dog-luscious diet.

THE SUDAN



31 In Anglo-Egyptian Sudan, General de Gaulle (left) coaches up with us. But the British authorities were appalled to see me. So naturally they put me under arrest.



32 The French Senegalese parade for the British and General de Gaulle at El Fasher just inside British territory. I finally get myself accredited to British forces.



33 The Sudanese recreated around Lake Tana in the north of Africa a proud display of fighting while riding at the gallop. Their colorful descent to Vichy, France.

ERITREA



34 I finally walk in on my first battle, the battle for Massawa. It was really more like a chess game with machine guns, I move from mountain to mountain.



35 Final move was the surrender of Italians at Massawa's Fort Umberto. I walk around one hill and meet two Italians. I laugh and they laugh and then they surrender.



36 Riding toward Massawa, the Italians last day in Eritrea. I finish at night to be a small town room because I was to go in before the capture's surrender.



37 But I find the Free French flag already flying over the Italian barracks and the Italians begging to have someone capture them. The Italian sentries salute me.

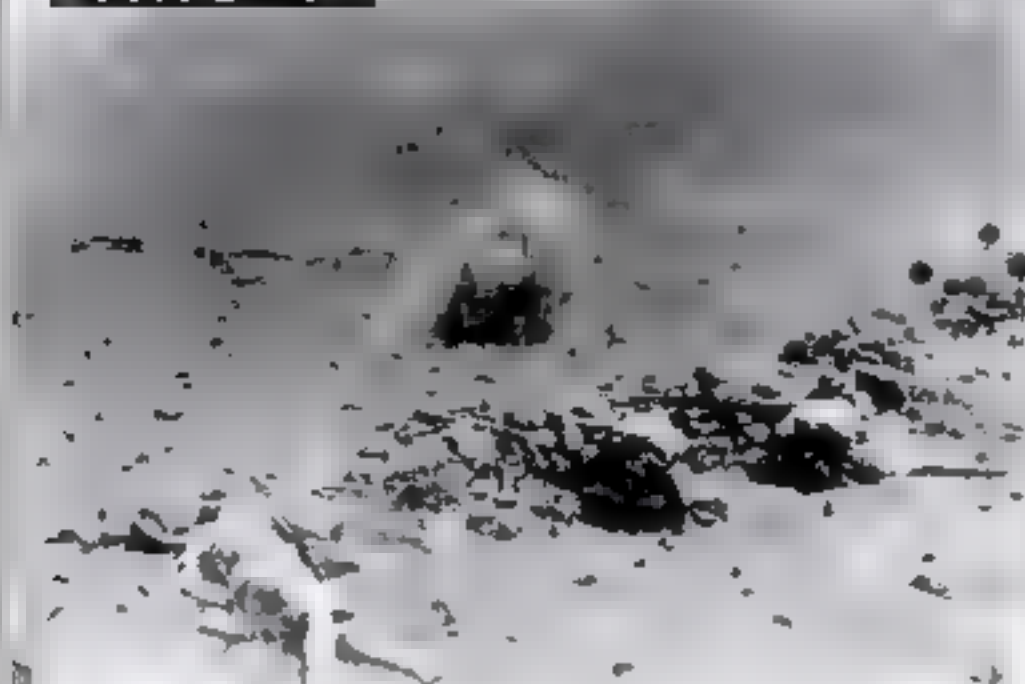


38 Scuttled ships litter the harbor of Massawa and these made really the best pictures I got out of the battle of Eritrea. These are two coasters and a freighter.



39 680 Italian officers hear a speech by their General Bergami. First count of the unguarded Italians showed 6,000. The second count mysteriously showed 11,000.

ETHIOPIA



40 The war in Ethiopia is a little more serious. Here the British Indian Army has to take strong Italian fort on the top of the 11,000-ft. mountain of Amba Alagi.



41 On the way to Addis Ababa to photograph Emperor Haile Selassie back in his palace. I pass wrecked Italian trucks being cleared off road by the Indian Army.



42 Looking like Trader Horn, I skate into the hand new home of the Emperor Duke of Asmara. In a moment, I get my pictures of Haile Selassie in his office.

SYRIA



43 The next war on my list is in Syria, where the British and Free French are fighting the Army of France. On the road to Damascus, eight bombers attack our column. The first plane drops the two bombs shown exploding above. At this point my driver rises from

the ground to try to get farther away from the truck before next plane comes over. The next bomb lands 30 ft. away but I did not photograph that. Then the planes machine gun us at 50 ft. I did not photograph that either. Otherwise the entry into Damascus is fairly uneventful.

TRANSJORDAN



44 No war but just the pro-British Emir Abdallah of Transjordan is my next assignment. Here the Emir (left) entertains chieftains in Arab tent back of his palace.



45 Transjordan's Army, the Arab Legion, rides past in review to the tune of *Colonel Bogey*. An Englishman, Major Glubb, trained and leads this crack force.



46 The Emir's trailer is his favorite over the camel at right. He would much rather sleep here than inside his palace. This job seemed like a picnic, pure and simple.

IRAN



47 My fifth war is occupation of Iran by British and Russians. When two armies came together, it was uneasy business. Here Russians (left) meet British general.



48 Russian, wounded in brief Persian stand, communicates with LIFE Correspondent Allan Michie in sign language. He is indicating number of children he has.



49 When I take Russian armored car and headquarters at Kazvin, Russians turn nervous and threaten to confiscate my film. Officer in foreground was troublesome.

NORTHWEST FRONTIER



50 One step eastward from Iran is the Khyber Pass, guarding Northwest Frontier of India. Here you can see both camel route (foreground) and auto route (rear).



51 Below famous Khyber Pass sign, smaller one says, "It is strictly forbidden to take any photographs in the Khyber Pass area." And the guards are very sensitive.



52 Road blocks stand behind sign showing by symbols Khyber's auto and caravan roads toward capital of Afghanistan. Cargo is carpets, coffee, sweet grapes.

LIBYA



53 Back across the whole Middle East, I get into the war in Libya on campaign when we are winning. Here we burn a captured German tank to prevent recapture.



54 We see the inside of Tobrukh when the British first captured it in December 1941. The ground shook steadily under German bombardment. Church still stands.



55 The worst thing in Libya is the bugs, for which the hotel is named. We turned all our clothes inside out and that fooled them, at least until we got to sleep.



56 Gasoline cans are filled with water from a row of pipeline taps by Italian prisoners. These gasoline cans are the pivot around which life in the desert revolves.

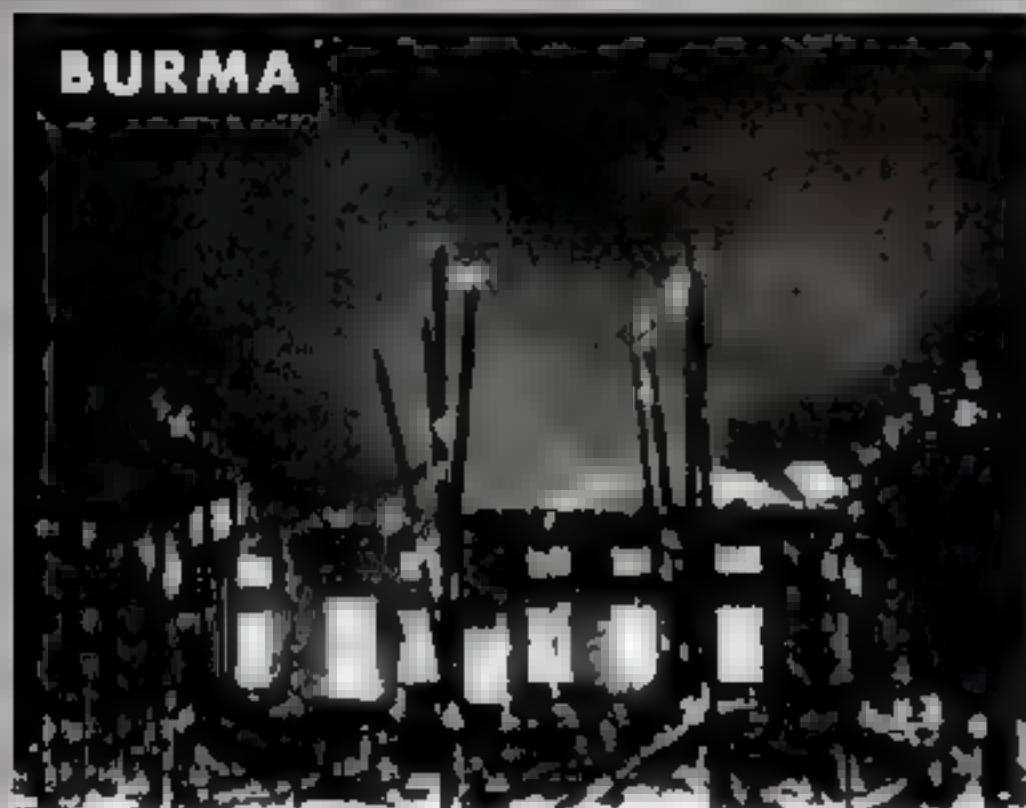


57 Hide-and-gosseek is played with the enemy among the sand dunes of the Cyrenaican shore. Here the British try to find Germans who manned this gun position.



58 A young German of Rommel's Afrika Korps comes to rest along the coast road where he was taking his last bicycle ride. An adventurous British sniper got him.

BURMA



59 Now halfway across the world, I walk into evacuated Rangoon in Burma and find the houses blazing along deserted streets. The Japanese are 30 miles away.



60 The one undismayed force in Burma were unforgettable heroes of the Flying Tigers on airfield north of Rangoon. They were a new type of fighting man.



61 The last American trucks to get up the Burma Road to China with military supplies. I got a complete picture story on the Burma Road just as it becomes useless.



62 The saddest flight I saw was the exodus of Burma's Indian artisans from Burma, suffering robbery and murder by Burmese who had always despised them.

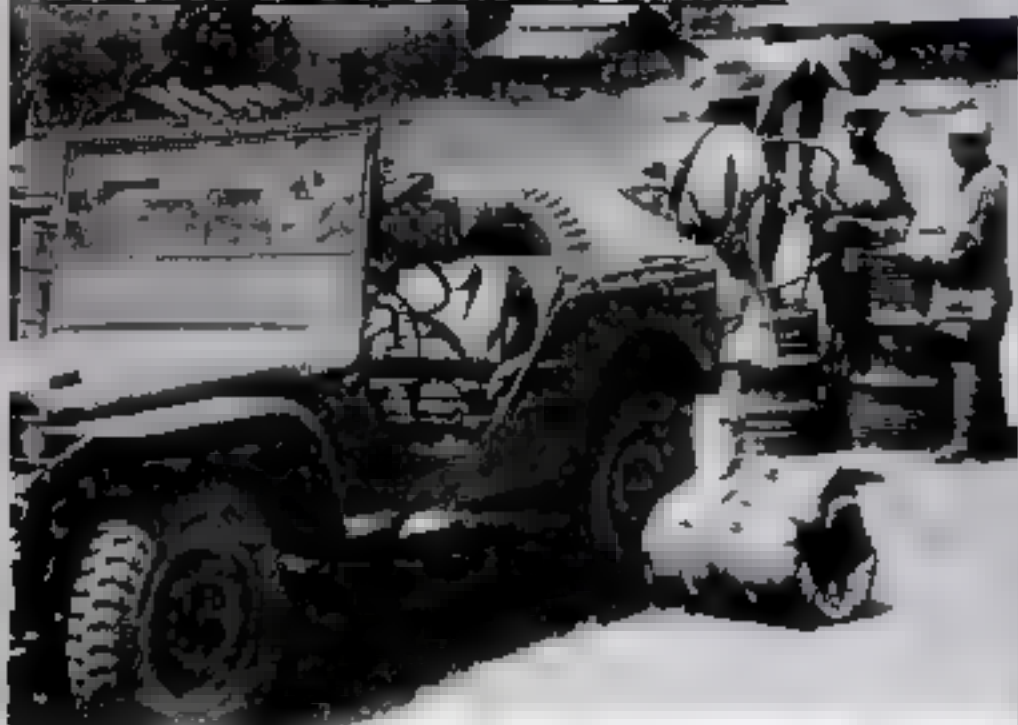


63 Oilfields of Yenangaung have not yet been blown up when I ride through ahead of Japs. My best friend now is my jeep, obtained under lease-lend to China.



64 A famous meeting at Maymyo shows (from left) Generalissimo Chiang, Madame Chiang, Author Clare Boothe, General Stilwell, Publicist Hollington Tong.

ESCAPE FROM BURMA



65 We decide to clear out of Burma by going through the unexplored Naga hills. Here we get a 50-gal. drum of gasoline and inaccurate maps of the Naga country.



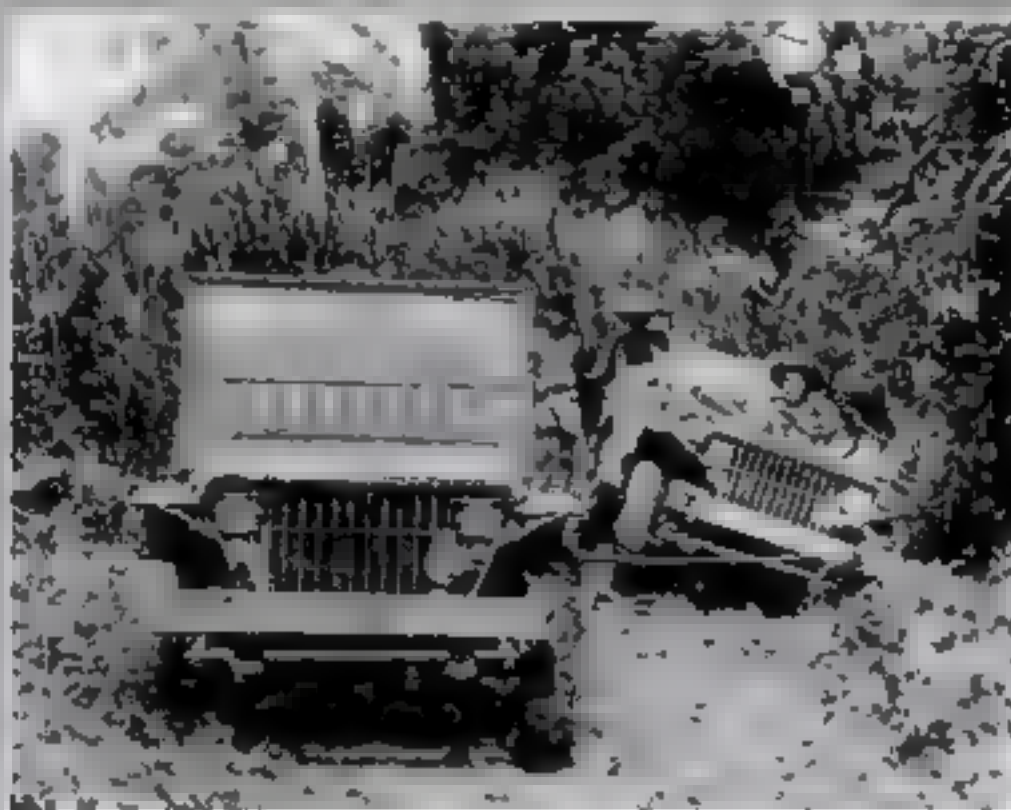
66 Our two jeeps cross the Irrawaddy River at Bhamo. Currents spin rafts around, nearly dumping jeeps in rivers. The trick is to balance the jeeps in center of raft.



67 We get a lift on the railway from Maitavina to Mogoke. Chinese characters were written by officials at Rangoon, who lent us jeeps to drive to Burma Road.



68 Kachin tribesmen, many of whom had never seen a wheel, let alone a jeep, admire it. They told one another how it flew, swam, roared like a tiger when angry.



69 The rains had come and made clay ox tracks all but impassable. One jeep pulls other out of bog. Behind is the green jungle of tigers, leopards, huge snakes.



70 We have to wade this foot bridge to get the jeeps across, for the river is too deep to ford. The only tool used by Kachins is the *dah*, a big, broad bladed sword.



71 It takes 50 Kachin tribesmen all morning to haul my jeep up the slipping 20-ft bank of this stream. We travel from 6:30 a. m. to 4 p. m. in the driving rain.



72 The track almost disappears in one of the steaming, malarial tropical valleys where vast herds of wild elephants roam between 12,000-ft. mountain ranges.



73 The final disaster comes when both jeeps skid down 200-ft. ravine. It is impossible to get up the muddy hull so we have to abandon our jeeps, proceed on foot.



74 The Naga head-hunters cheerfully help us out on a promise of getting paid in Assam. Communication is hopeless until they recognize name of destination—Ledo.

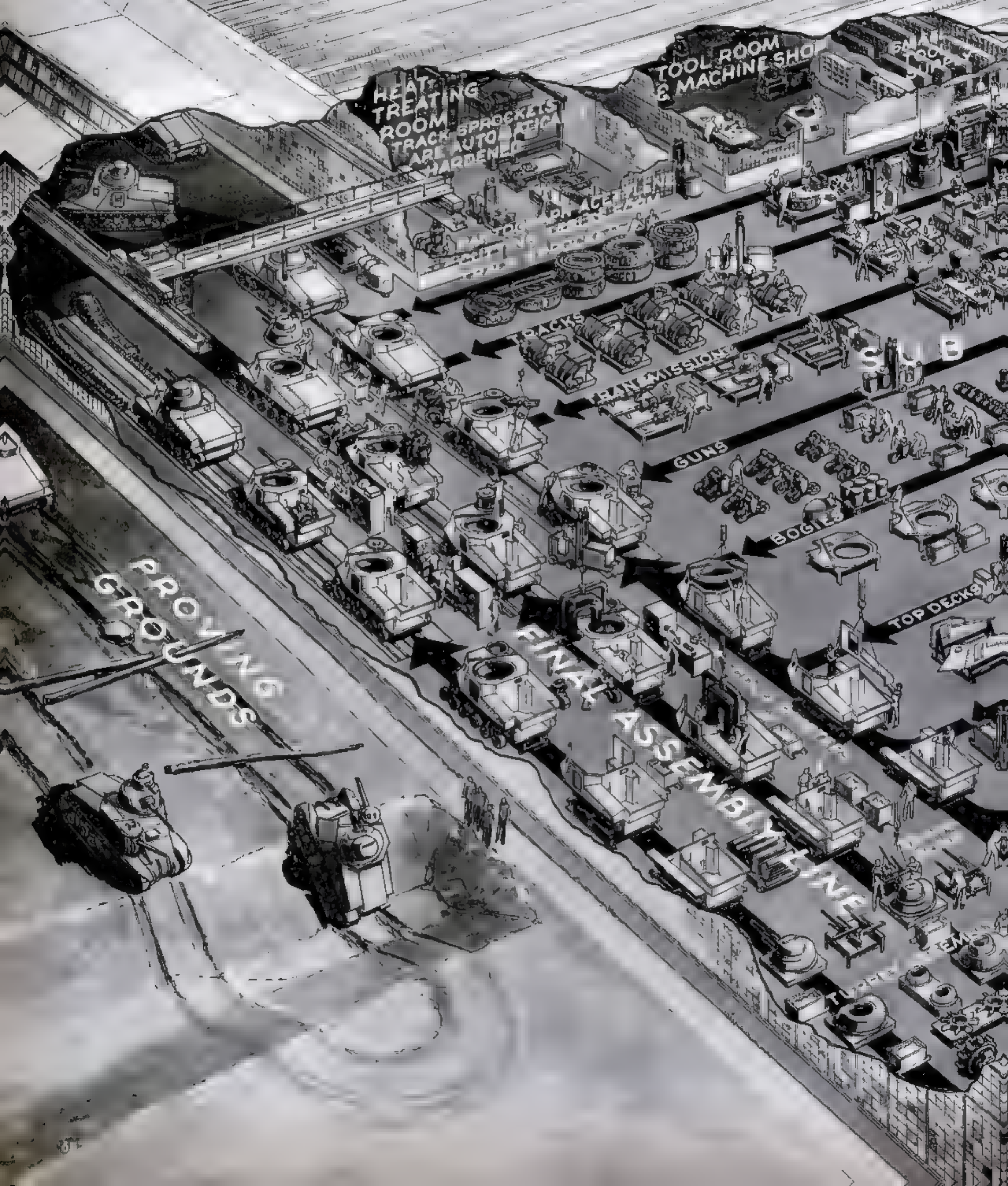


75 I cross an amazing Naga bridge of bamboo. The curse of this trip is the plague of big purple leeches crawling up legs and down collar, leaving running wounds.

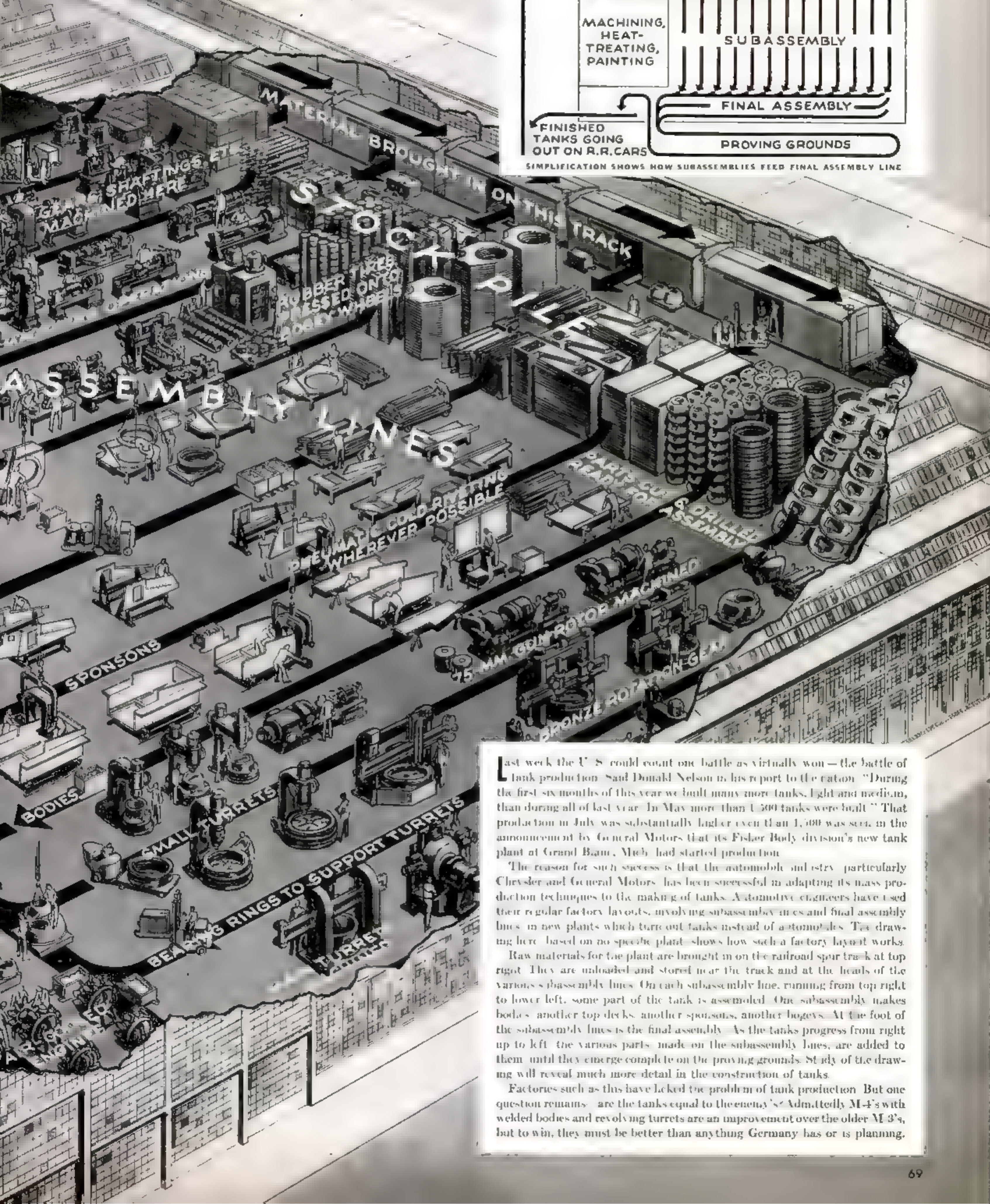


76 Trailed by head-hunter carriers, I come down the homestretch. Here my film gives out so my photographic story ends just before I reach civilization in Assam.

A TANK ARSENAL: HOW ITS ASSEMBLY



LINES OPERATE

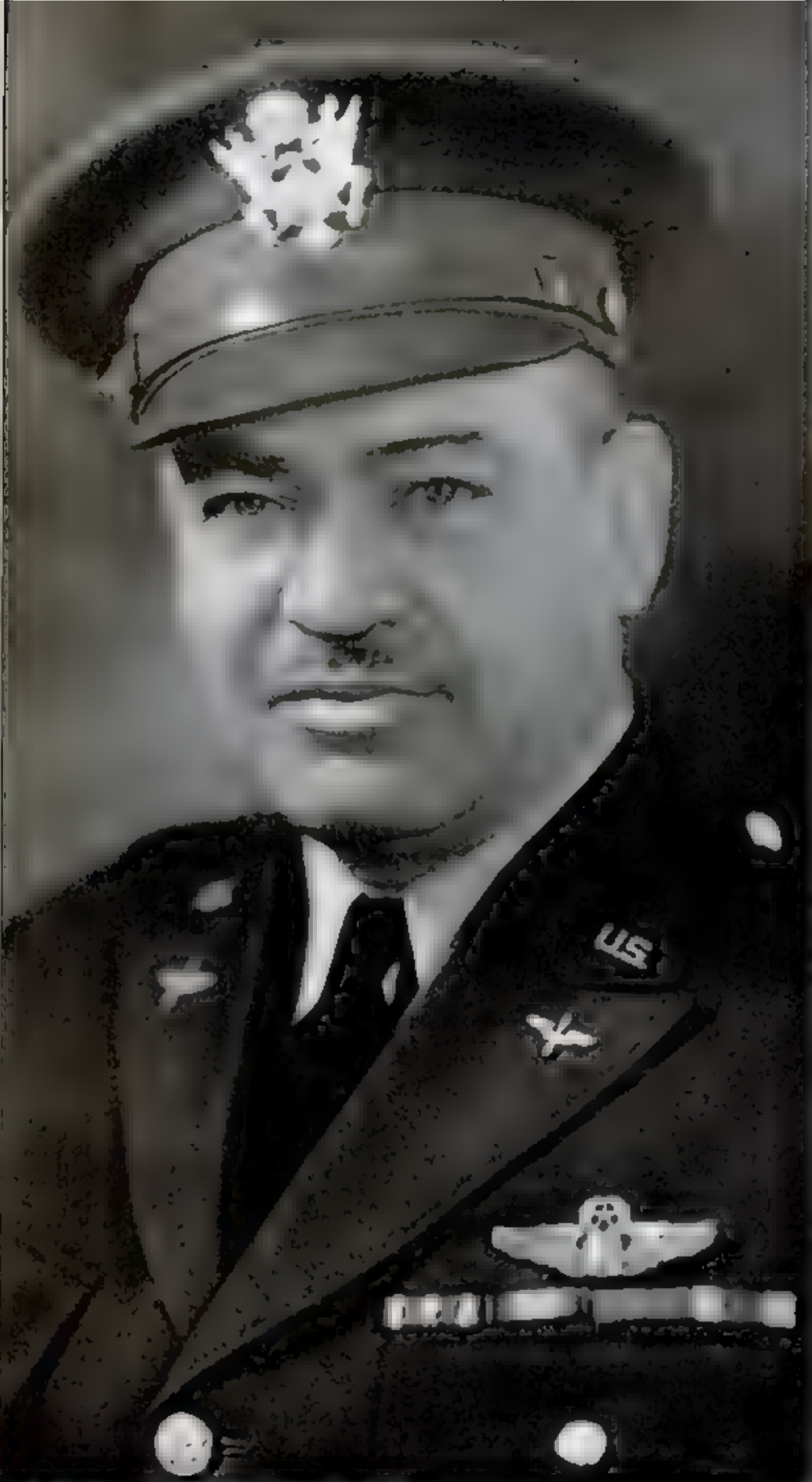


Last week the U. S. could count one battle as virtually won — the battle of tank production. Said Donald Nelson in his report to the nation: "During the first six months of this year we built many more tanks, light and medium, than during all of last year. In May more than 1,500 tanks were built." That production in July was substantially higher even than 1,500 was seen in the announcement by General Motors that its Fisher Body division's new tank plant at Grand Blanc, Mich., had started production.

The reason for such success is that the automobile industry, particularly Chrysler and General Motors, has been successful in adapting its mass production techniques to the making of tanks. Automotive engineers have used their regular factory layouts, involving subassembly lines and final assembly lines, in new plants which turn out tanks instead of automobiles. The drawing here, based on no specific plant, shows how such a factory layout works.

Raw materials for the plant are brought in on the railroad spur track at top right. They are unloaded and stored near the track and at the heads of the various subassembly lines. On each subassembly line, running from top right to lower left, some part of the tank is assembled. One subassembly makes bodies, another top decks, another sponsors, another hoppers. At the foot of the subassembly lines is the final assembly. As the tanks progress from right up to left, the various parts, made on the subassembly lines, are added to them until they emerge complete on the proving grounds. Study of the drawing will reveal much more detail in the construction of tanks.

Factories such as this have licked the problem of tank production. But one question remains: are the tanks equal to the enemy's? Admittedly M-4's with welded bodies and revolving turrets are an improvement over the older M-3's, but to win, they must be better than anything Germany has or is planning.



Col. Caleb V. Haynes, a tough, hulking mountaineer, commands Chennault's bomber force. Jap bases would be "easy pickings," he says, if Air Force had more bombers.



Based in the heart of China, Gen. Chennault's fliers can operate over a wide segment of eastern Asia, partly under enemy control. Arrows show July raids on Jap bases to northeast and along the coast. Supply problem is

CHENNAULT FIGHTS TO HOLD THE CHINA FRONT

His new Army Air Force takes offensive against Japs
by JACK BELDEN

Under its renowned commander, Brigadier General Claire L. Chennault (see cover), the new U. S. Air Force in China is already accomplishing feats which rank with those of the A. V. G. When the A. V. G. was disbanded many of its aces left China but some have stayed on to help their leader train new Army pilots in the Chennault technique of air combat. In the last two weeks Chennault has taken the offensive against the Japs and, with his still tiny force, has taken actual command of the air over large sections of China.

Jack Belden, now correspondent for TIME and LIFE in China, has seen General Chennault and his famous Flying Tigers in action on two fronts. He first observed the A. V. G. while covering the fighting in Burma with General "Uncle Joe" Stilwell. Now he is covering Chennault's new fliers and flew with them late in July on the raid against a big Japanese air base at Hankow.

Across the face of Asia from the military cul-de-sac at Vladivostok to the monsoon-protected waters of the Bay of Bengal, Russians, Chinese, Britons, Americans and Indians are today waiting in a state of nervous tension for the next move of a Japanese military machine that has so far proven itself superior in almost all branches of warfare in the Far East.

Acutely aware of the contradictory needs of members of the United Nations, U. S. Brigadier General Claire L. Chennault, newly appointed commander in chief of the China Task Force, has vaulted over all theoretical barriers to throw a small group of American pursuit and bomber pilots into the battle, to hold off, beat back and weaken the numerically superior Japanese aerial armada pouring back from conquests in the Southern Pacific to bases in China. Chennault, with newly arrived American Army bombers and veteran pilots of his own disbanded American Volunteer Group, carried the attack directly against Japan's main air bases in China. Six times within five days Chennault threw his aerial guerrillas against Jap planes at Hankow, Canton, Nanchang, bombed ships on the Yangtze, blew up warehouses, docks and factories, strafed Jap ground troops in the eastern provinces of China and assaulted Jap Army Headquarters in Kiangsi. Since assuming his new command late in June, Chennault has pushed his aerial outposts close up against Jap bases, advanced his subsidiary bases, driven the Japs out of the skies in Hunan, Kiangsi and Yunnan, and pushed back their areas of operations in Kwangtung and Kiangsi.

In the past two months he has rid Hengyang, Kweilin and thousands of towns and villages about the Canton-Hankow Railway of dread aerial bombings. He has eliminated the barbarous Jap practice of using the Chinese people as human guinea pigs for training raw pilots. He has changed the living conditions and habits of thousands of Chinese in towns in Southwest



Col. Robert L. Scott, Chennault's commander of pursuit, flew as an ordinary pilot at first to learn the A. V. G. tactics. In Burma Scott was known as a one-man air force.

rough. Japs have all important coastal ports from Shanghai to Haiphong as terminals for supplies sent from Taiwan, whereas Americans rely on single air route from India, which crosses some of world's most rugged terrain.

China, and once more people reopen their shops and dare to do business in daylight hours. He has been presented with dozens of presents, banners and trophies from grateful Chinese. Beautiful Chinese girls, escaped from Hong Kong, have attended parties to express admiration and gratitude to the hard-living American pilots. And he and his boys have done more to make the Chinese believe in American sympathy and help than a hundred of Roosevelt's speeches.

Within the last month Chennault has cleared the air for safe passage of transport and passenger planes. Six weeks ago, pilots took off from China airdromes at dawn and arrived at dusk on what, in their own words, was a "helluva dangerous flight." But today big transports, carrying war materials, medicines and military personnel, fly at any time of day in perfect safety within one hour's flying time of any Jap pursuit from any direction.

How long this state of affairs will last is problematic. The Japanese air force in China is vastly superior numerically. It has greater facilities for training, supply, equipment and transport, and finally it occupies a position that is geographically superior to Chennault's. Using Formosa as a pivotal base, the Japs can shift large air squadrons either south to Canton and Indo-China or north to Shanghai and Hankow. Through great ports on the seaboard, the Japs can transport gasoline, spare parts, ammunition, bombs and all necessary supplies with minimum difficulty. On the great arc from Hankow through Nanchang to Canton and Haiphong they can shift planes at will, scatter them on numerous subsidiary airfields and make sudden, swift concentrations.

Against all this Chennault has only his own genius, a smattering of Army personnel, remnants of the most brilliant air combat unit the world has ever seen and what heretofore skeptical American Army officials call the best air-raid warning system in existence.

Starting from areas in Free China, in hundreds of small villages, in lonely outposts, in hills and caves, stretching from near Canton through all Free China to the capital in Chungking and to Lanchow, far northwest, are a maze of alarm stations equipped with radios and telephones that give instant warning of the approach of Jap planes. On huge wall maps in air operations' rooms, hundreds of small black circles indicate the location of these stations. And American pilots today watch Chinese liaison officers sticking little red arrows on the maps showing the route of advancing Jap planes. When these arrows indicate the enemy is a certain distance away, motors are turned over and U. S. fighter planes head off to intercept the enemy.

The Chinese, aided by Chennault, perfected this system through five years of war until it is generally recognized as the world's best. It saves thousands of Chinese lives by giving the people time to get to dugouts and is now one of the chief weapons in the hands of the American Air Force.

But even this weapon might not be enough. The Japanese are reliably reported to have concentrated 150 airplanes in Canton. If these come over in waves, Chennault's squadrons might be blasted out of positions by sheer force of numbers. The Japs tried wave-bombing in Rangoon and the A. V. G.'s slaughtered them. Yet if mass air assaults fail again, Japan may launch a land drive on Kunming and the Canton-Hankow Railway, take Chennault's chief air base and force him back from his advanced positions.

Genius, daring and initiative can't win alone. Chennault today needs more bombers, more pursuits, more supplies, more spare parts, more transports, more gasoline and more personnel. Facing problems involving strategic and political difficulties of the greatest magnitude, Chennault at the same time has been trying to organize a staff to meet the needs of the expanding situation. He has never had the proper staff. He tried to beg, borrow and steal of-



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Ex-Schoolteacher General Chennault (left) gives instructions to squadron on patrol duty. He organized the A. V. G. for Chiang Kai-shek, has been in China since July 1937.

CHENNAULT (continued)

ficers from the U. S. In desperation he assigned inexperienced boys to staff work, cut red tape to a minimum and depended upon individual initiative of his men. Finding supplies one of the heaviest burdens in the early days, he assigned "Skipper" Adair to the job. Adair, now Chennault's executive officer, complained: "I don't know anything about that." Chennault answered: "Go ahead at your own pace. Anything you do, I back 100%." It was like that all along the line but the problems are growing bigger and Chennault needs aid.

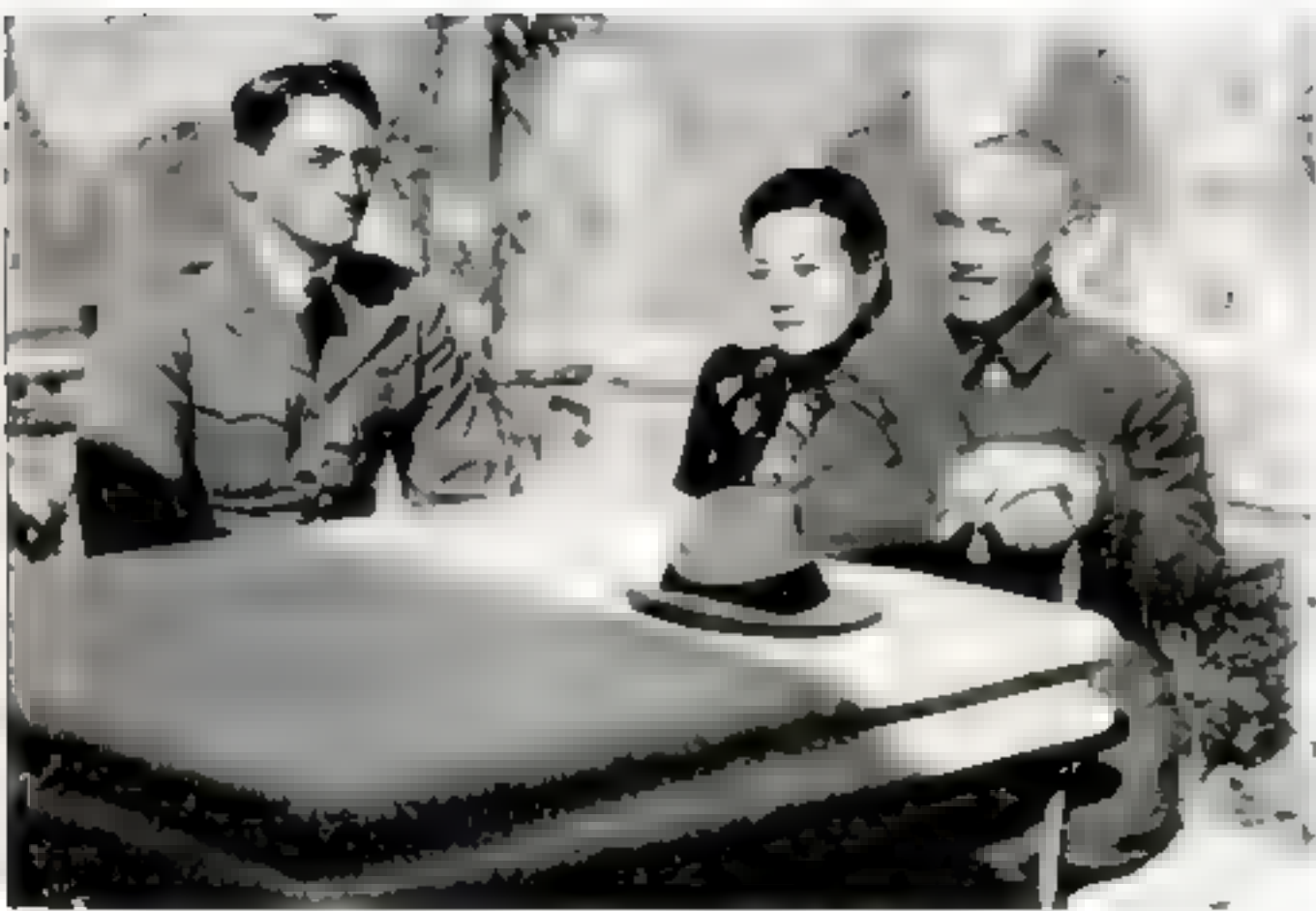
Already he has gathered to himself two of the most colorful, adventurous and skilful pilots in the world. They are Colonel Caleb V. Haynes, in charge of bomber operations of the China Task Force of the 10th Air Force operating in the China theater of war, and Colonel Robert L. Scott, in charge of all pursuit operations in this theater. Both colonels, like himself, are Southerners. Haynes comes from Mount Airy, N. C.; Scott from Macon, Ga. Both, also like Chennault, are quietly tough, despise the word "can't," eliminate all red tape and allow subordinates full range for individual initiative. Like Chennault, if orders from above are likely to hamstring operations against the Japs, they go ahead as they please and damn the consequences.

Haynes is a big, hulking mountaineer with the face and simple, careless manner of Wallace Beery. He combines an open frankness with a native cunning. He went to France in 1918 and studied in French flying schools. He has been in the Army ever since. Friends call him one of the best four-motor pilots in the world. He holds the world record for the greatest payload carried to a height of 2,000 meters and the world speed record for 5,000 kilometers with a load of 2,000 kilos.

He opened both the Atlantic ferry service and the southern route from America to Africa and Asia. He made seven Atlantic crossings and says: "I need one to make it even," meaning his return home after the war. He flew the first B-24 bomber from America to Asia. When he set up shop near the jungles in Assam he had formal quarters in a tea plantation consisting of a shed with a mud floor on which he and the crews ate under a dim lamp. There were no windows in the shed and the food was execrable. Yet, in the words of a friend, "Within two weeks he had the best mess in India." He set 10,000 coolies to work on a field, which today is one of the most important air bases in India and a jumping-off point for a supply run to China.

Soon after he took over, the Burma situation collapsed and Haynes and Scott began carrying out refugees and wounded in transports. From early April to June 15 Haynes and a small crew, making several flights daily, evacuated 4,500 passengers and carried loads of more than 2,000,000 lb. When Stilwell was cut off in northern Burma and asked for a plane, Haynes himself flew in and evacuated more than 30 members of Stilwell's mission. Later when our party was running low on rations Haynes made repeated trips over the mountains, searching the jungles for us and dropping food to refugees along the way when he couldn't find us.

Haynes was a pursuit pilot until 1936. He says he used to like pursuits better but now he likes bombers, even though the mental strain is greater because he can't maneuver to fight the attacking enemy. Pursuit flying is romantic and glamorous but Haynes has no idea of glamor. He leads the boys when they are feeling low but otherwise he trusts them to carry out missions themselves so that he



Chennault chats with Generalissimo and Madame Chiang Kai-shek at the A. V. G.'s old headquarters in Kunming. Building back of them is camouflaged against Jap raids.

can work on a bigger project. A friend says: "He is the only man in the world I ever saw handle a bomber like a pursuit." Though he does not give a damn about playing Army politics, the sheer weight and merit of the man will probably carry him high by the end of the war, or he will be dead.

Colonel Robert L. Scott, commander of pursuits, is probably the most romantic American in China today. Only 34, he might have become one of the youngest generals in the American Army had he not thrown over his prospects for a chance to get at the Japs. A friend told Haynes about Scott's desire to fight as a pilot, a mechanic or anything else, but Haynes was skeptical: "Ain't no such colonel as that." When Scott heard there was going to be fighting he asked no other questions but came along to be the only pursuit pilot at Haynes's ferry command airfield in India. Nine times he flew with the A. V. G.'s on strafing raids and though he was a colonel he flew as a wing man, saying: "I can learn a lot from these boys."

Scott, a fine athlete, came up the hard way, leaving his home in Macon early, bumming around on freighters during vacations. He was naturally adventurous and always wanted to become a soldier. People in Macon got together and insisted he be sent to West Point. He was so wild to go to the front that he could not be restrained. Reckless, flashing, romantic, he is likely to become the D'Artagnan of the air in the Far East. He gives a damn for neither man nor beast, weather nor Japs, and is a regular hell on wings.

Chennault, Haynes and Scott form just about the smartest, don't-give-a-damned-est trio Asia has ever seen. With these two men, Chennault is on the way to forming a staff that can handle anything the Japs throw at him. He still needs a chief of staff, who will likely be an Army officer and not one of his old A. V. G.'s, but for the time being he is operating without one. These men will have under them a combined force of regular Army pilots and those A. V. G.'s who are staying on in U. S. service.

A. V. G. veterans teach new Army fliers

Chennault's force is at present in a state of flux. Many of the best A. V. G. pilots are going back to the U. S. and will have to be replaced. For instance, Bob Neale, a real killer in the A. V. G. who has shot down at least 13 Japs, is at present in charge of all front-line pursuit. After formal disbandment of the A. V. G. on July 4, Neale, like most of the other A. V. G.'s, volunteered for two weeks to help Chennault out. Though a civilian, Neale is thus commanding Army officers.

During this transition period Chennault has placed his A. V. G.'s out on the flanks of air attacks and in front of Army pilots, thus breaking in newcomers slowly. Lots of the Army officers used to be classmates of the A. V. G.'s back in the U. S. and laughed when their friends volunteered to fight in China but today they don't laugh and are eagerly asking and receiving information from A. V. G. veterans.

Army pilots have about the same number of flying hours as the A. V. G.'s but one hour of combat is worth 20 hours of training and the Army has a lot to learn. "They heard so much about us they were inclined to overrate us but the consensus of opinion seems to be that they are tickled to death to fly behind the Tigers," Skipper Adair told me.

All the Army pilots are eager to learn and they've got plenty to learn, as well as unlearn. Many of them came out here with ideas of dogfighting the Japs but they are learning there are more important

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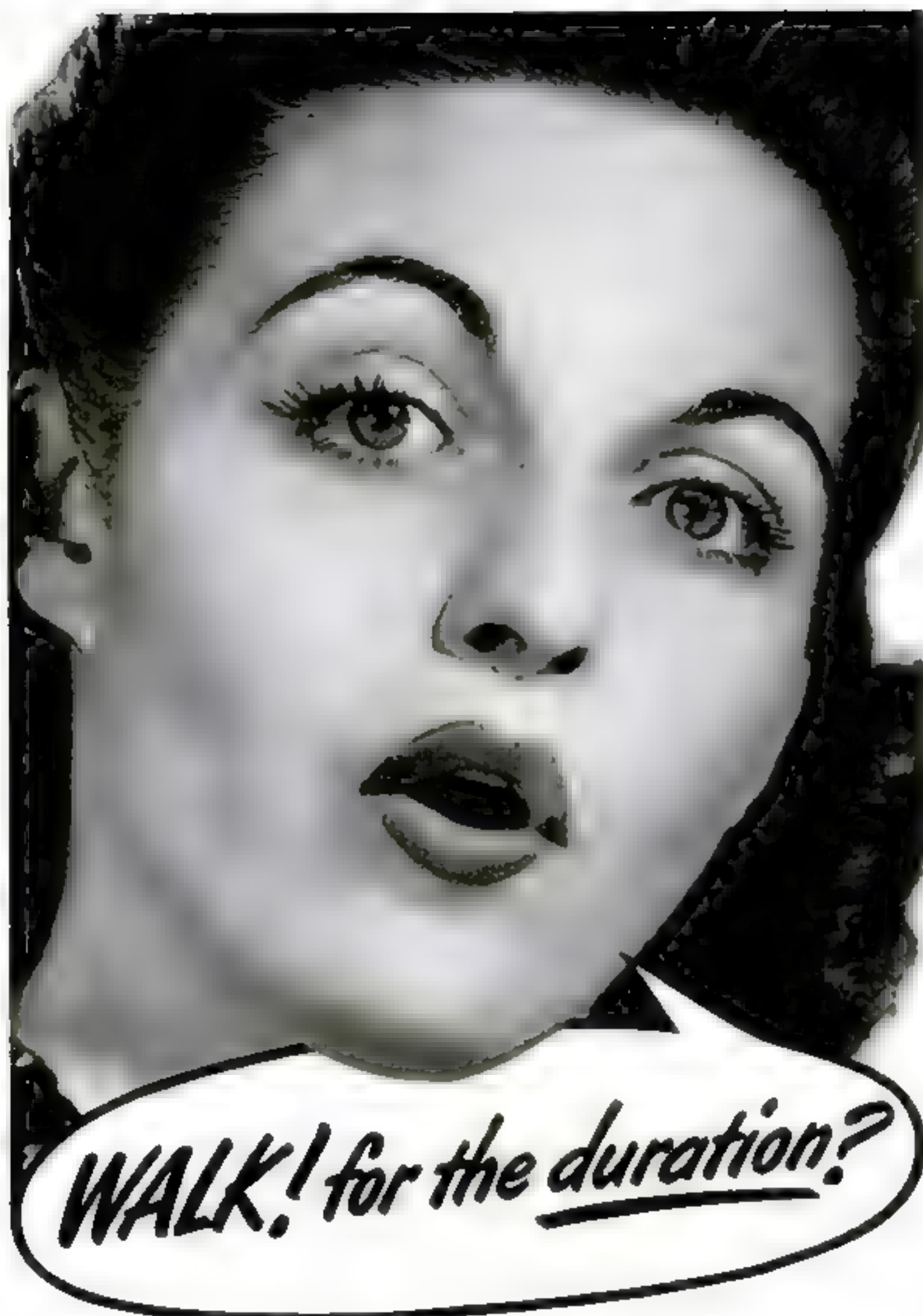
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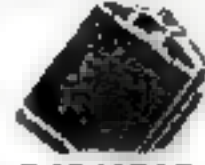






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CHENNAULT (continued)

things than this. The old theories and tactics were for a big formation of pursuits to attack in groups but in combat once the fight starts, this formation goes all to hell and the A. V. G.'s are teaching the Army men how to fight in a different way. The lessons Chennault taught the A. V. G.'s about using the good points of a plane — "Make 'em play your way"—are being passed on to Army pilots. Some of the A. V. G.'s who didn't take Chennault's early advice because pride wouldn't let them dive away from an air fight are today in their graves.

But, principally, greenhorns have to learn to be cool. The A. V. G.'s already know they can outfight the Japs so they are not nervous but young Army boys have got to get two or three flights under their belts before they operate with complete confidence. Naturally they have already made mistakes. One fellow who was nervous got on the tail of a Jap and shot away his ammunition in one long burst, and still didn't get his man. An A. V. G. would have fired a one- or two-second burst and it would have been enough. Another newcomer lost his plane because he stuck too strictly to Army regulations. He was told one day to put a canopy over his plane. The next day the Japs came over and since he hadn't an order to the contrary he left the plane where it was, instead of flying it off, and the plane was smashed. His heart is broken now but an A. V. G. wouldn't have waited for an order but would have taken up the plane because he knew that Chennault cared less for regulations and obedience than initiative.

But the A. V. G.'s have a lot of respect for the new pilots and one of the best of the Tigers told me: "If General Chennault stays in command, the Army will be just as hot as the A. V. G.'s. Perhaps their record won't be as good but they will be just as good pilots."

The hard life—with bedbugs

The young Army pilots are getting along pretty well under conditions entirely different from any they ever experienced. I found a squadron living in an adobe hut outside a large town in Southwest China. Their quarters led off a dining-living room in which the only furniture was two tables put against each other in the form of a T and several hard chairs. This table, after meals, is used for planning operations. I didn't see any beds and learned they were all out in the sun as the Chinese mattresses were overrun with bedbugs. The boys told Chennault they had trouble with the food and all but three of them had been violently ill the night before when the cook had used tung oil to cook vegetables. The General won their hearts when he gave them a pound of butter and two cans of coffee brought on a transport plane. They are leading a hard life, arising at 3 in the morning and staying in the broiling sun under a thatch-covered alert shack on the field until 7 at night. "We usually rush to the shower and eat right away so as we can get to bed as quickly as possible," one of them told me.

All the members are between the ages of 21 and 28. Lewis Hay of Donaldson, Ga., the youngest member, who after graduation from school joined the Army, said he is getting along OK and asked me who is leading in baseball standing. John Allison, squadron leader, whom his men claimed as one of the three best pursuers in the American Army, came here after a year and a half in England and Russia where he was assembling American planes. Most of the members of the squadron were students but some were tire salesmen, linotype operators and musicians before they joined up. They all like the Chinese. "China is more worth fighting for than any other country in Asia," said Joe Martinelli. "This is the best place we have seen since we left America. It is much better than India. The people are jolly and damn nice. They'll really work for you and once you tell them something they will do it that way until they are killed."

I asked a Chinese cook for the boys what he thought of the Americans. "Hao. They very polite. Thank you when bring them glass of tea."

What worries this squadron more than anything is that they have not yet seen action. "We have nothing to do," says Martinelli. "The A. V. G.'s are on either side and we are in back. We want to get in and fight. We figure the sooner we fight the sooner the war is over. But the Japs are so damned scared of the A. V. G.'s they won't come over. But when they do, we're ready to swallow them." Just before they left India the boys chipped together and bought four bottles of whisky to go to the pilot, crew chief, gunner and radio-man of the plane that shoots down the first Jap.

The problems of forming an air force in China that will lick the Japs are tremendous. From India to China along one of the most dangerous and most difficult routes in the world, almost perpetually

shrouded in clouds, only thin trickles of supplies are coming in. Reports from Washington that this route is carrying more than the Burma Road and that transports are making two and three trips daily are entirely too enthusiastic. Gasoline, spare parts and equipment are not brought in in the quantities needed. This is generally the reason given for the U. S. not sending more planes to China but there are many air officers in China today who positively state that the supply problem can be conquered if America is determined to make a larger effort than at present in the China theater. If they are to do so, there is urgent need for vastly greater numbers of bombers and fighters. Then Chennault not only could beat the Japs in combat but could force the Jap air force pretty nearly to evacuate. Thirty-six B-24's or B-17's would interrupt Jap supply lines along the coast and force the Jap air force to evacuate a large slice of China, say experts.

Like the supply problem, most of the Army Air Force's problems in China are the same ones Chennault had to combat with the A. V. G. There is a general lack of transport within China. Assembling bombs, ammunition and gasoline is difficult. Often bombs are moved by ox or horse cart. Gasoline is pumped by slow hand pumps. There are too few vehicles to transport personnel to and from the fields. Chennault is still operating with skeleton crews. Personnel must adapt themselves to local conditions. There is no army kitchen police. Following after the A. V. G., the Army is using hostels and cooks supplied by the War Service Corps under General Huang, leader of Madame Chiang's New Life Movement. Espionage is no problem as it was in Burma but the Japs have a good alarm net and have radios within Free China so that recently, in an attack on Canton, the Japs had warning before the raid.

Almost every feature of operations is complicated by problems that are reduced to a minimum in the U. S. There are no good navigation aids. Chinese maps are used almost exclusively and often pilots have to guess at contours and rivers. Meteorological service is poor and planes run the danger of getting lost. The arrival of equipment, spare parts and personnel is slow. Lack of personnel always handicapped the A. V. G. and may hamper the Army too. In Rangoon the A. V. G.'s operated a squadron with a crew of 45 ground men whereas standard for the U. S. Army is generally over 100. No major repairs are possible for planes save at one base.

The A. V. G.'s never had modern hospitalization. They operated with four doctors, three nurses and a bottle of iodine. "We are just lucky that we are the healthiest bunch ever sent out here," say the A. V. G.'s who have not lost one man through sickness. The Army has sent more doctors, though they are still understaffed. I found one squadron without a doctor. All the American Air Force is in malaria and cholera country and there is need of more aid in the medical line.

The language handicap is a major problem. All telephone reports of Jap movements are in Chinese and come to Chinese who don't understand English and have to be translated by interpreters who aren't military men. Then the reports are put on Chinese maps. All this slows operations and is likely to result in occasional errors.

Personal problems are numerous. The climate is uncomfortable, the food unsatisfactory and young aviators push meals away in disgust. "Every night, pork and potatoes and all the time cabbage, even for breakfast." Mail is slow. "People responsible don't know how lack of mail affects us. If I could get mail and late magazines I might stay," said an A. V. G.'er who was leaving. There is no recreation, no girls, nobody save their own gang to take the men's minds off their work. If the Army or some other organization would send mail and magazines and women entertainers or nurses or War Service Corps workers out here instead of keeping them in camps at home, the morale of the fighting men, which is bound to be affected in an alien land, would increase 100%.

Chennault's genius makes an air force

Against these problems and many other heartbreaking ones of greater magnitude, Chennault today is opposing his own individual genius. In Chungking fighting it out on a political front, traveling in transport planes with a dachshund named Joe, fighting it out on a tactical front against the Japanese and on a personal front with his own men, Chennault today, as for the past five years, is still obsessed with one consuming passion, to beat the Japanese. It is this intensity of feeling to which every other consideration is subordinated, to which every detailed plan of action and to which every personal relationship is coordinated, that has established this wrinkled, scar-faced, half-deaf, 51-year-old ex-barnstorming pilot as the one genius that war on the Asiatic mainland has yet produced. His record is unequalled in the annals of combat aviation, a record established by pilots, ground men and radio operators against thousands of an enemy air force that licked every other unit it opposed since Dec. 7.

CONTINUED ON NEXT PAGE

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CHENNAULT (continued)

Whatever else happens to Chennault, they can't take the record of the Flying Tigers away from him.

The success of the A. V. G.'s, as every man in it has testified and as military skeptics are beginning to realize, is irrefutably tied up with Chennault's leadership. Chennault recognized that an organization can be no better than the men in it and that men reveal the best in them when taken into confidence and allowed to develop their own initiative with a minimum of interference.

Bob Neale says the A. V. G.'s went into battle with such eagerness because the "Old Man" outlined a general plan and left details to the pilots: "Though he knew everything there was to be known about pursuits, he knew you were flying the ship and let you do it the way you thought best. That made for sunshine." When the A. V. G.'s first arrived in Toungoo the Old Man lectured them incessantly on his theories, gave them Jap bombs to study, told the men the good points of their own planes and the Jap planes, how to use one and avoid the other.

Chennault's personal interest in his men is proverbial. He always knows the idiosyncrasies of all of them. The Old Man never refuses to listen to the troubles of anyone. He personally saw that, after the A. V. G. disbanded, every word of the fliers' contracts was carried out. When some A. V. G.'s exploded at what they thought was arrogance on the part of some Regular Army officers on the inducting board, Chennault passionately defended them and said they deserved a change and to go home. Then he began talking quietly to the men, assuaging wounded feelings and getting many who had planned to leave to remain. His abilities of persuasion are proverbial. I saw one Tiger whom the Old Man persuaded to stay, shaking his head: "How he does it, I don't know. But once he starts talking you're lost."

His personal interest in his men extends into military operations. Just before the end of Rangoon, Neale's squadron was flying until the last minutes, operating without intelligence, not knowing where the Japs were. Neale, wondering when to evacuate, received a wire from Chennault saying: "Expend material to utmost. Conserve personnel. Retire when last bottle oxygen used." The A. V. G.'s only reason for staying is the Old Man. Adventure, pay, glory and rank don't influence them. "Yes, I'd sooner fight under Chennault than anyone in the world," a pilot told me, and others echoed him.

Chennault's organization was never vitiated by red tape. It was probably the only military unit, with the possible exception of the Russians, in operation without rank. Since there were no officers there couldn't be any enlisted men. Chennault himself cares nothing about rank. He told Neale: "I'd take a second lieutenant's commission if I thought it the best way to carry on against the Japs."

He fights the Japs as he plays poker

The pilots said they never saw him mad except at the Japs and then this was cold, logical anger. He fights Japs the way he plays poker. He won't put his money in the pot unless the money odds for him are as great as the mathematical odds against drawing a certain combination. He always asks himself, "What chance have I got of winning?"

Chennault has eight children—six sons and two daughters. His

In air-defense outpost soldiers telephone warning to headquarters. Chungking system is best in the world, has never failed to give warning long before planes arrived.



eldest son, Jack, is commanding a squadron in Alaska. He and Jack are the only father and son who ever fought in practice combat against each other. When asked who won, the General twinkled and said: "That is a military secret. But wait until the Japs run into him." After Pearl Harbor he cabled Jack explicit instructions on how to beat the Japs. Jack passed the word among his buddies about Chennault's ideas on tactics and it is now spreading among younger officers in the air force.

Chennault is remarkable at improvisation, using materials on hand. Newly arrived bombers hadn't enough range so he put tanks on them, giving them an extra hundred gallons and an extra hour in the air. A gun position was found unsatisfactory and his men changed this, adding 20 m. p. h. to speed. This lesson is being cabled to the War Department and factories are changing their designs.

I have seen Army officers, who never met Chennault before, talk to him for a few minutes and come away saying, "That man's a genius." They say he has the best weaving pattern of defense that they ever saw. His tactics are unorthodox. He never fights war according to form but he produces results and in the end that is all that counts, as an increasing number of American Army officers are beginning to recognize.

Stilwell and Chennault are the only American or British generals I have met in Asia who I thought had any broad understanding of war and the only ones I ever fully respected. Like every other general, Chennault has to fight the home front as well as the enemy. If Washington and London decide the main decision is to come in Europe and help is only to be sent to China as a political and moral gesture—and that is nearly all it has amounted to so far—the American Air Force in China may be doomed. But if Washington makes up its mind without consulting Chennault, the margin of error will be tragically increased.

This is not a choral dance out here. This is a war. The A. V. G.'s and Chennault never cared for form or regulations and thought any method was correct that would insure an operation striking at the right time with all available means. Paper work was cut to a minimum. There was no waiting for O. K.'s from senior officers. Pilots did staff work. Brass hats in the Army poked fun at the lack of staff, but with what they had the A. V. G.'s did a hell of a good job.

Chennault is now getting a staff, and he has the beginnings of a damned good one. He's in the Army now and his problems are increasing. And, though he has never said so, I'm sure the only reason he joined the Army was because he could get more supplies and figured he could fight the Japs better within the Army framework than as head of a volunteer unit. If he didn't think this was the best way to fight the Japs I'm sure he would have found another way of doing the job.

Chennault is now on the crest of the wave. His fame as an ever-victorious commander among a group of ever-defeated Allied generals has spread around the world. If America makes a big air effort in the Far East, Chennault undoubtedly will rise to unprecedented heights. But if America keeps any large air force out of the Orient then Chennault will pass slowly into oblivion and with him will pass the whole American Air Force in Asia. Chennault's ability stands clearly revealed in the words of his own men: "We would rather fight with Chennault than any man in the world." It's a good slogan for the air force of the American Army.

In headquarters near Chungking, Colonel Lu Che-sen (center) and two junior officers of the Chinese Signal Corps notify the wardens and rescue workers to get to their posts.



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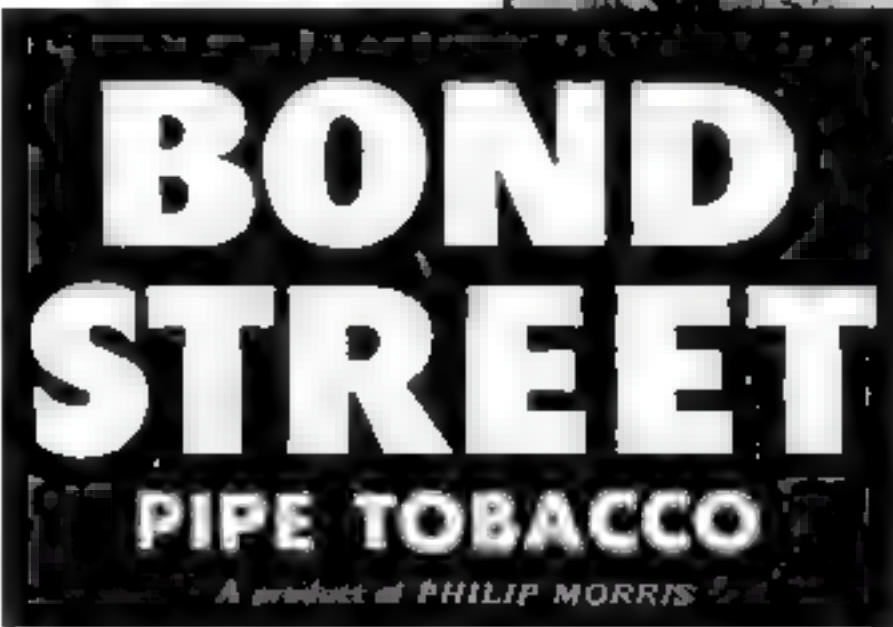
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ing for the Government, live in a glass-fronted residence hotel that affords the collegiate atmosphere of a university sorority house. Homesick girls from Iowa and Kansas are comforted by back-home newspapers. Tower-draped figures parade back and forth to white-tiled shower rooms. Evening gowns and office dresses are ironed in a community ironing room, on each floor. Girls pay \$14.50 per month for a single

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Most popular feature in Scotts Hotel is the "beau parlor" pictured above, just off the main lobby, where boy friends may be entertained with partial privacy. Each alcove is named after a pair of famous lovers and decorated accordingly. But decorum is preserved by curtains which are too narrow to be closed completely. "Scotties"—girls who live at the hotel—work hard, have fun, enjoy living in wartime Washington.



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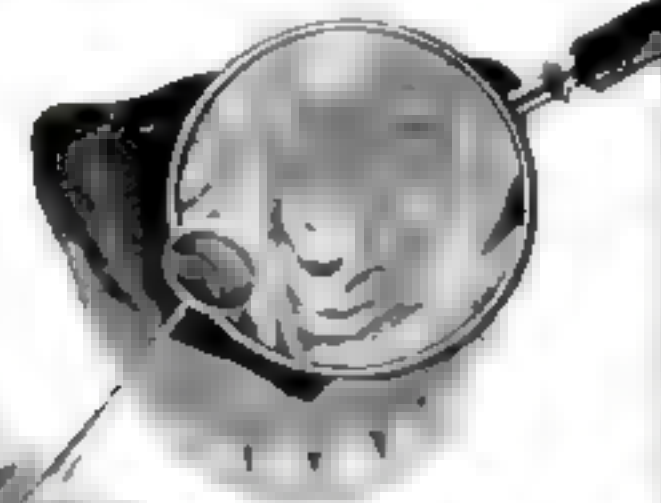
LOOSE FALSE TEETH



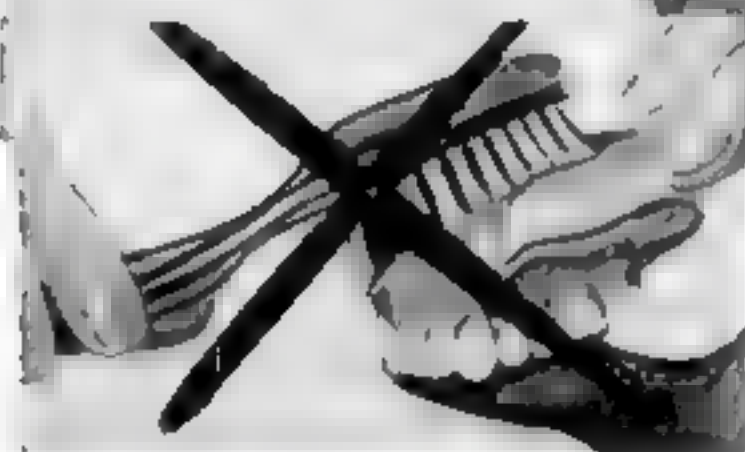
Tests show why dentists say "USE POLIDENT—the brushless cleanser—SOAKS away stains, odor"



BEFORE BRUSHING: Note tiny ridges you feel just above false teeth. They fit into it for pleasant wearing.



AFTER BRUSHING: See how brush hit with a grain of sand. Ridges broken down. Edges smooth. False teeth fit snugly. Gums feel better.



BRUSHING — even gently — with tooth pastes, powders, or household cleansers, *not designed to clean false teeth*, wears down surfaces vital for holding plates tight. This scratching may not be visible—at first. But it goes on—taking out the very ridges your dentist put in. Repeated brushing with these makeshift methods can actually ruin your plate.



WORKS LIKE MAGIC! That's why so many leading dentists recommend **POLIDENT**, the revolutionary cleanser that *dissolves* away film, stain, tarnish, odor without brushing, acid or danger. Just do this daily: put a little **POLIDENT** powder in ½ glass of water. Stir. Put in plate or bridge for 10 to 15 minutes. Rinse—and it's ready to use!



Plate Wearers Often Worst Breath Offenders

The dark film that collects on plates, bridges, gums, pears and makes you like a sponge. Almost always it's the cause of "Denture Breath," probably the most offensive breath odor. You won't know if you have it. But others will! Yet **POLIDENT** takes it away. film—leaves plates near free and sweet. Mouths can be a blessing.

SAVE PLATES, SAVE MONEY this easy POLIDENT Way

No chance of scratching your expensive plate when **SOAKED** in **POLIDENT**. Plates and bridges emerge sparkling-pure. Teeth lose those tell-tale stains, gums look less false. Recommended by leading makers of denture material. Only 50¢, all drug stores. Get **POLIDENT** — today. Money back if not delighted.



POLIDENT

The safe, modern way to clean plates and bridges

Life Calls at Scott's Hotel (continued)

WEEKLY CLASSES IN "OFFICE ETIQUETTE" ARE

For girls fresh from high-school typing courses, who have just landed their first job with the Government and are not yet "office-broken," the Scotts Hotel gives weekly classes in office poise and manners. Margaret Geis, in charge of the hotel office, teaches the girls that there is a lot more to being a good secretary than merely taking shorthand. Classes



Cuddling with employer while taking dictation is not suggested by secretarial handbooks. Balancing notebook on her knee, girl should keep back straight, bend forward.



Flirting with office boy is severely frowned on. The "beau parlor," not the office, is the place for romance. Here Harry Scott, co-owner of hotel, plays the role of boss.

PART OF THE FUN CURRICULUM AT SCOTTS HOTEL

emphasize the wisdom of maintaining strictly business relations with employer. The girls below are having fun dramatizing the right and wrong ways to handle office routine. Proper office etiquette in taking dictation from an employer: *Secretary approaches his desk quietly, making no conspicuous gestures. She is passive on the outside, wholly alert on the inside.*



Waiting for an interview may lead to nail-biting, spine-sitting and hair-fixing. The young lady third from the left controls her impatience, illustrates proper demeanor.



Desk leaning is not very pretty, may lead to kyphosis, an angular curvature of the spine. A good secretary, as the girl on right, will demonstrate her alertness and poise.



Secretarial slouch is displayed by girl supposedly being interviewed for a position. With legs uncrossed, back straight and head erect, she would have a better chance.



LET'S CALL A HALT ON THOUGHTLESS BUYING

If the way you buy gives comfort to the Axis, it's time to call a halt!

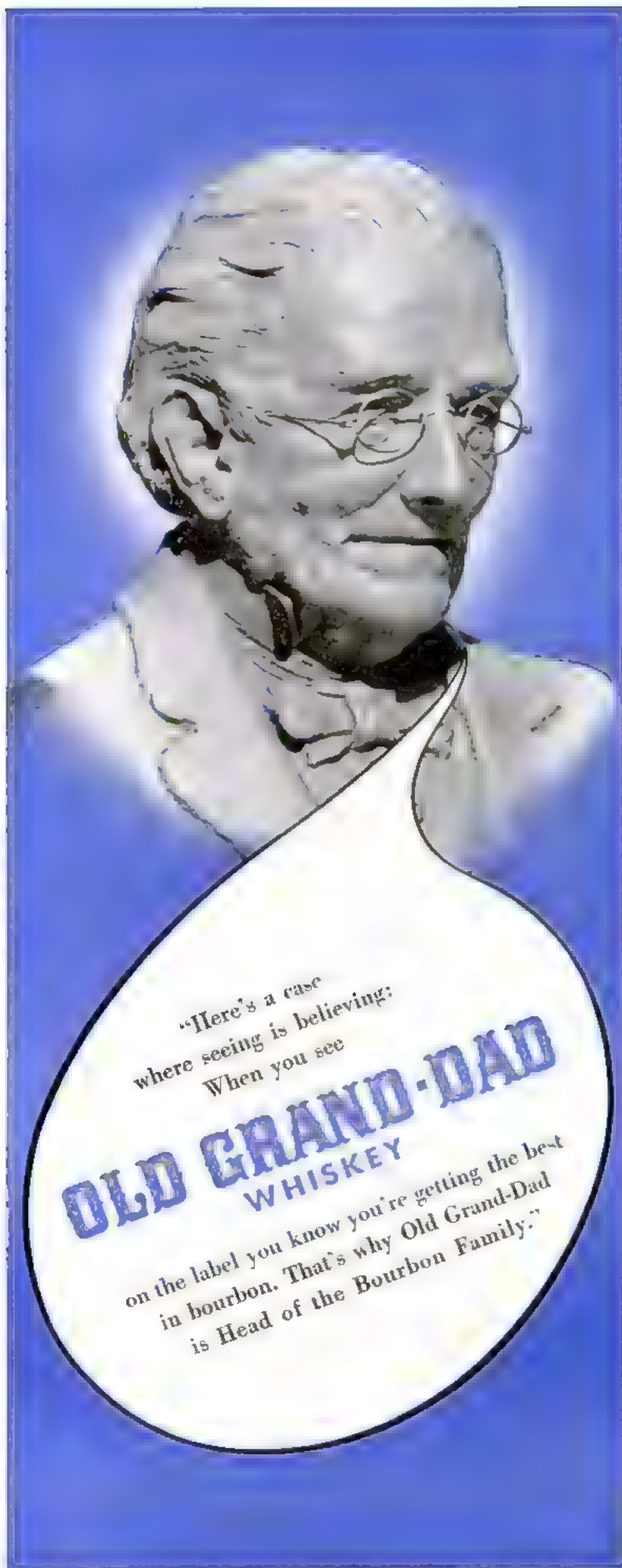
Buy only when you must, and then buy only *longer-lasting* things! Don't waste your country's material, manpower, machine time on things that will need to be replaced too soon. Buy only for long, hard service and you conserve for Uncle Sam.

No doubt about it—here's one more way to help your country win.



THE ELECTRIC STORAGE BATTERY CO., Philadelphia
The World's Largest Manufacturers of Storage Batteries for Every Purpose
Exide Batteries of Canada, Limited, Toronto





KENTUCKY STRAIGHT BOURBON WHISKEY BOTTLED IN BOND, 100 PROOF
 COPYRIGHT 1942, NATIONAL DISTILLERS PRODUCTS CORPORATION, NEW YORK

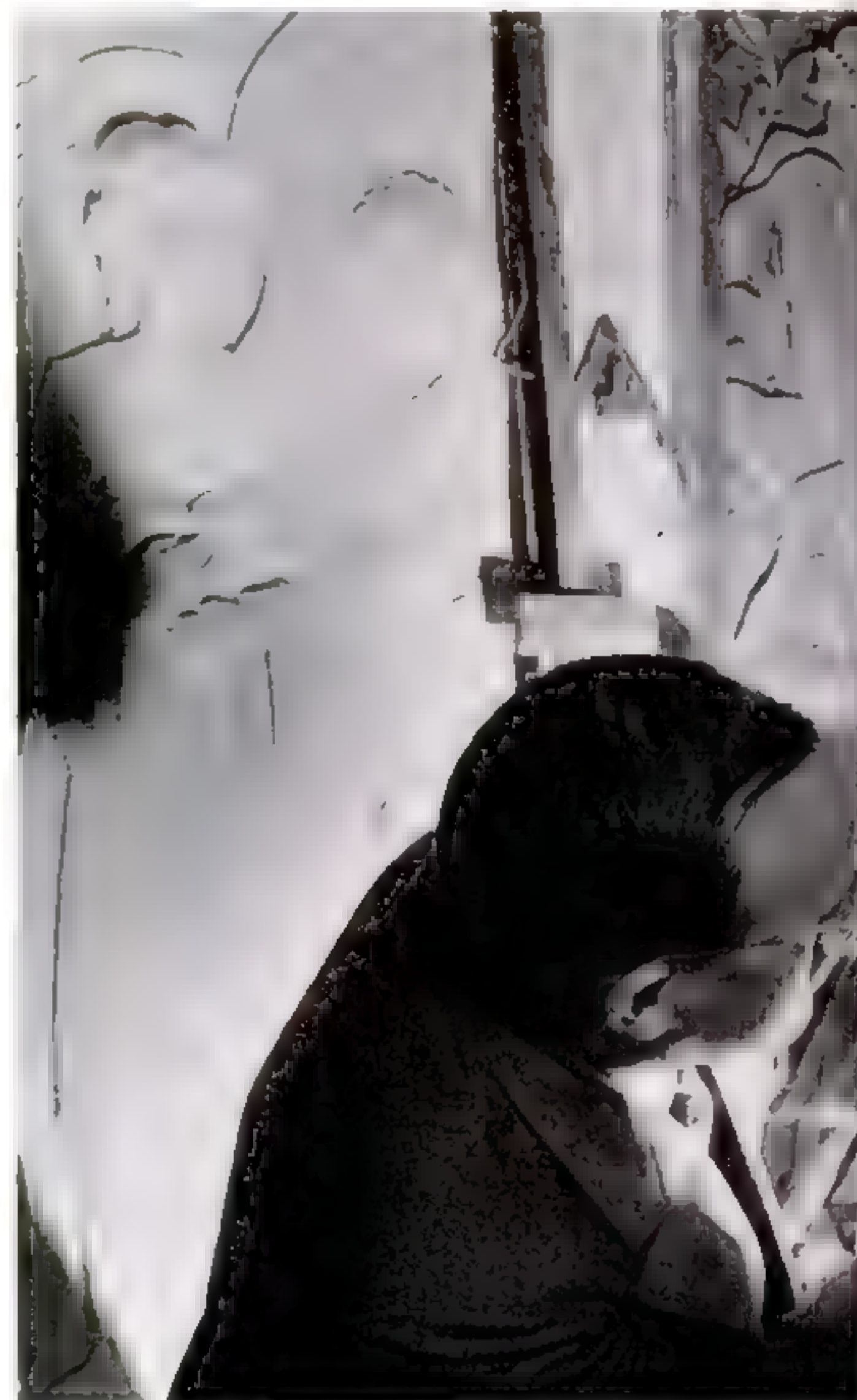
NAVY



Sculptor Beaver Edwards, from the Navy's specifications written in pencil on scratch paper, first made rough sketch of the lines of the new helmet on his studio blackboard

DETROIT SCULPTOR DESIGNS HELMET

During the past month pictures of U. S. naval operations in both oceans have reported the debut of the biggest helmet to see action since medieval days. It is worn not by soldiers but by sailors—"exposed deck personnel"—who man anti-aircraft guns and otherwise must fight in the open air that whines with flying splinters. This helmet was designed



In manganese steel, the finished helmet is as handsome as any that has ever been in battle. The picture shows clearly its spherical line, basic principle in helmet design. A



Clay model was taken to Washington, where Edwards made changes with putty knife in talks with officers. His wife made working model of helmet's suspension system.

FOR NAVY'S ANTI-AIRCRAFT GUNNERS

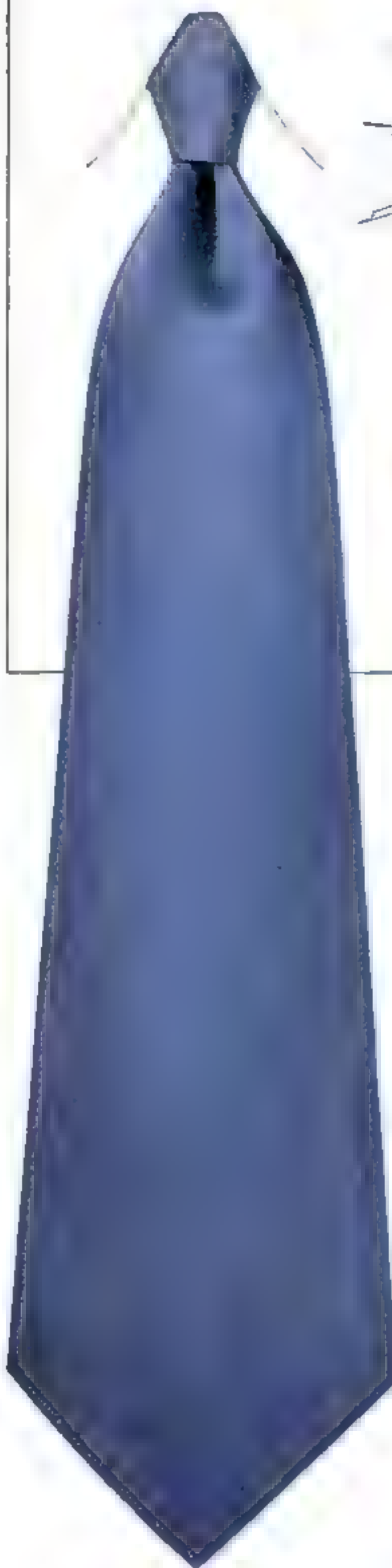
for the Navy and the McCord Radiator Co., manufacturers, by Beaver Edwards, Detroit sculptor. He modeled it in clay on generous lines, taking advantage of the fact that his clients, in fixed battle stations, could afford the luxury of extra protection at the slight cost of extra bulk. Under its wide brim is room for earphones, binoculars and gas mask.



helmet protects by deflecting flying splinters, must therefore present a round surface to all angles of approach, with no hollows to trap splinters and invite penetration.

CONTINUED ON NEXT PAGE

Diamond Blue



Your Color-of-the-Month in

Wembley
NOR-EAST
Ties

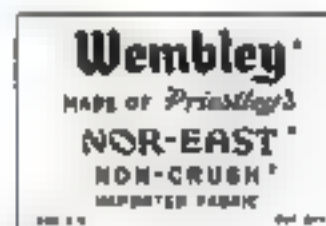
They're Non-Crush!



It has that certain sparkle!

Diamond Blue is a cool "refresher" for your summertime attire. You'll enjoy wearing it with grey suits, tan suits, blue suits. And you *can't* wear it down! The Wembley Nor-East fabric is the original *Non-Crush* cloth. You tie it easily and smartly. And the wrinkles come right out, so your Diamond Blue ties will sparkle for a long, long time.

See how Diamond Blue looks on *you*. Ready now at your favorite store, in rich-tone solids, stripes and plaids.



Always look for this label

Be sure it's a genuine Wembley Nor-East—the *original* Non-Crush Fabric—demanded by more men than any other tie in America! Wembley, Inc. New Orleans, world's largest neckwear manufacturers.

ALL THE DOLLAR

Crush it!



Twist it!



Knot it!



Not a wrinkle!



COPYRIGHT 1933 BY
WEMBLEY INC. NEW ORLEANS

*"May freendship's path be smoo"
as Teacher's whusky"*

Men like its smoothness second only
to its most distinctive quality...

"It's the flavour"



Made since 1830 by Wm. Teacher & Sons, Ltd., Glasgow

86 PROOF



SOLE U. S. AGENTS: Schieffelin & Co., NEW YORK CITY • IMPORTERS SINCE 1794

A lifetime of shaving pleasure in ONE blade!

THOSE fortunate enough to own a British-made Rolls Razor, with its ONE hollow-ground Sheffield steel blade, appreciate it more than ever in times like these. Just a word of caution to

keep yours "Rolling." Strop before and after use. Rinse and dry thoroughly. Hone only when absolutely necessary.

ROLLS RAZOR, INC., Sales & Service
342 Madison Avenue, New York City

*Should need arise, our service department
continues to operate for your convenience.*

ROLLS RAZOR

OLD FASHIONED SPICED PEACH WITH CHERRY

We slice plump peaches that are bursting with flavor, spice them, add luscious cherries, and make a spread that sings to your appetite. A delicious, inexpensive treat—a boon during sugar rationing.



EVERBEST
Preserves and Jellies
20 SPECIALTIES AT YOUR GROCERS

PACK A LUNCH A MAN CAN WORK ON

Use FLAV-O-FRESH WAXED SANDWICH BAGS

ONLY 5¢ FOR 20 BAGS

ALSO ON
THRIFTY
10¢ and 50¢
PACKAGES



- Saves Labor
- Preserves Freshness
- More Sanitary
- Ready for Lunches, Sandwiches, Leftovers, Biscuits, etc., for Special Purposes

AT YOUR
FAVORITE STORE

Navy's Helmet (continued)



Under the helmet there is room for Navy's bulky, rubber-cushioned earphones and gas mask. Mask has diaphragm to permit passage of voice. Thick rubber pads hold helmet



Helmet's visor protects eyes from sun as well as splinters, is cut high to allow room for sky-searching binoculars. Helmet face-line follows side vision boundary of eyes.



away from wearer's skull, absorb first shock of impact. A well-designed helmet will deflect about 60% of the otherwise casualty-producing splinters that fill air in battle.



"One-man turret" describes appearance of helmet from rear. Cervical vertebrae are well protected. Helmet's flaring brim permits wearer to throw head back to look aloft.

HOW LONG WILL YOUR TIRES LAST?

"IT'S REALLY UP TO YOU"

SAYS: *Bob Bowes*

President and Founder of Bowes "Seal Fast"
Company, Pioneer in Safe Tire Repairs



ADD 25% TO 50% TO YOUR TIRE MILEAGE—HERE'S HOW!

★ Don't neglect or misuse your tires! Watch out for under-inflation . . . check air pressure frequently. Don't bump or park too close to curbs. Slow down! High speeds burn up your rubber. Avoid "jack rabbit starts" and quick stops. Get your wheels aligned and your brakes adjusted to insure even tread-wear. Shift tires occasionally . . . front to rear . . . left to right. And be sure to have your tires taken off the rims for THOROUGH INSPECTION, *inside and out*, REGULARLY.

SLIP-SHOD TIRE REPAIRS ARE NO GOOD NOW!

★ Carelessly-done tire repairs never were worth buying . . . and NOW, it's worse than foolish to risk the life of your tires. Play safe . . . get BOWES TIRE REPAIRS . . . the world's best known, most respected tire repair materials. Now, more than ever before, BOWES TIRE SAVING SERVICE is the most necessary and dependable motoring asset you can buy. Long years of pioneering in SAFE Tire Repair Methods and Materials by BOWES assures you of extra life . . . extra miles from your tires.

LOOK FOR THIS SIGN

This familiar red, white, and black marker will guide you to the Bowes-Equipped Service Station Man who is a Tire Repair Expert. Bowes Distributors have trained thousands of Service Men in the skill and proper use of Bowes Methods and Equipment.

BOWES METHODS ADD EXTRA LIFE ... EXTRA MILES TO YOUR TIRES

Authorized Bowes Service Station Men are ready NOW to inspect your tires thoroughly . . . drive in today!



BOWES "SEAL FAST" CORPORATION, INC. • INDIANAPOLIS, INDIANA

BOWES



Dependable

TIRE REPAIR SYSTEM

WHY?

THIS NEW "hollow-ground" SAFETY RAZOR BLADE GIVES YOU A BETTER, COOLER, CLEANER SHAVE



HOLLOW-GROUND
—sharpened like a
barber's razor—
it's flexible

USUAL BLADE
—sharpened like
a pen knife—rigid
in razor

YOU CAN SEE THE DIFFERENCE

... at a glance

YOU'LL FEEL THE DIFFERENCE

... with your first shave

Just slip a flexible PAL Hollow-Ground blade into that old razor of yours, and prepare for a miracle—a smooth, clean shave with just a "feather-touch" stroke. No "bearing down"—PALs are kind to your skin and your blades last longer.

MONEY BACK, if PAL isn't the best ever.

PAL hollow-ground RAZOR BLADES

Economy Sizes
25 for 59¢ 50 for \$1

4 for 10¢
10 for 25¢



Fit Double or Single Edge Razors Perfectly!

**We stop sabotage
with SKIP-FLEA!**



—SAYS "OLD SARGE"

Fleas sabotage a dog's health and disposition—and often spread worms! In our outfit, we keep 'em down with the Sergeant's "One-Two."

It's easy **ONE**—a SKIP-FLEA Soap bath regularly... **TWO**—SKIP-FLEA Powder between baths. Kills fleas and helps keep down ticks.

Start the SKIP-FLEA treatment on your dog today. Both Powder and Soap come in the bargain *Flea Insurance Kit*. At drug and pet stores—free Sergeant's Dog Book, too.

FREE SERGEANT'S, Dept. 3-H, Richmond, Va.
Please send me a free, 40-page, illustrated Sergeant's Dog Book.

Name _____
Address _____
City _____ State _____



**Sergeant's
DOG MEDICINES**

PICTURES TO THE EDITORS

FROM SPARK TO FINISH

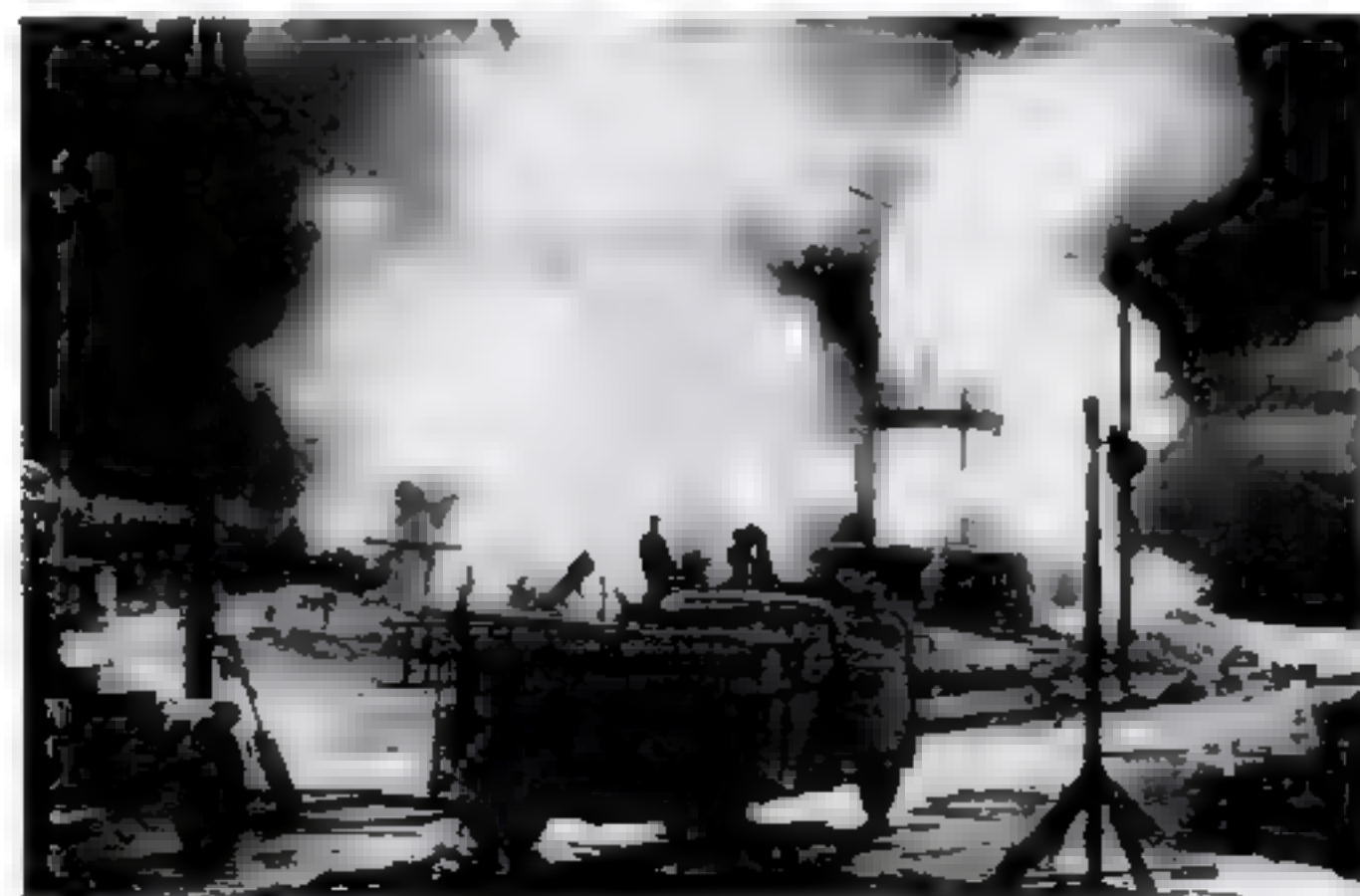
Sirs:

You may have wondered what the expression "like a house on fire" means in terms of time. These pictures I offer as a possible answer: 17 minutes flat. About to be torn down to make way for a ship-

yard, this house was accidentally set on fire by a pile of rubbish burning near it (top picture). By the time I took my last photograph, 17 minutes later, the wreckers had one job less on their hands.

JOSEPH B. MARCELLO

Providence, R. I.



Rum Carioca

LARGEST SELLING RUMS IN THE U.S.A.

A Rum to Remember

86 PROOF

FREE! Write for your copy of Carioca's handsome party booklet "Recipes and Toasts for Popular Hosts"

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AMERICAN SPIRITS Inc., 30 Rockefeller Plaza, N.Y. Dept. A-6

SUMMER SKIN COMFORT



AROUND THE WORLD

AMMEN'S POWDER



Safeway BRUSH TOP SPOT REMOVER

The SPOT REMOVER that cleans clothing, fabrics, home and auto upholstery. 10¢ and 25¢ at all 5¢ and 10¢, dept. and drug stores. Or send 25¢ for large 5-oz. package. Safeway Chemical Co., 6913 Lorain Ave., Cleveland, O.



BRUSHES SPOTS AWAY



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Swing and Sway

... Flower Fresh—the Arthur Murray Way

• Plenty of rhythm, plenty of charm—that's what Arthur Murray dancers are made of! And they depend on Odorono Cream to guard that priceless charm against underarm odor and dampness.

We think you'll be just as enthusiastic. Odorono Cream stops perspiration up to 3 days! Won't irritate skin or rot dresses. Follow directions. Get a jar today! Big 10¢, 39¢ and 59¢ sizes.

The Odorono Co., Inc., New York



ATTENTION MEN

On the dance floor—or in business—don't think perspiration neglect on your part isn't noticed just as quickly! Why risk offending your girl or your boss? Use Odorono Cream!

STOPS PERSPIRATION Safely 1 to 3 Days!



Join the Gentlemen Everywhere

who belong to the World's leading After-Shave Club

Sign your name below, and mail us this advertisement with ten cents. We'll send a bottle of Aqua Velva, the world's largest selling after-shave lotion.

Aqua Velva feels cool as a mountain brook. Bracing and refreshing! Leaves your skin feeling softer, smoother.

ELECTRIC SHAVERS use Aqua Velva before and after shaving for finer results.

Offer good in U. S. A. and Canada only. Address: The J.B. Williams Co., Dept. CA-15, Glastonbury, Conn., U. S. A. (Canada: 9471 La Salle Blvd., Ville La Salle, Quebec).



Name _____
Street _____
City _____ State _____

Now that
every mile counts...



A long-mileage gasoline becomes a wartime necessity. To be sure of getting ALL the mileage possible, choose a high-performance, extra-quality fuel... Texaco Sky Chief. For those who want the best.

You're welcome at **TEXACO DEALERS**

TEXACO
Sky Chief
GASOLINE



Tune in THE TEXACO STAR THEATRE every Sunday night—CBS.



PICTURES TO THE EDITORS

(continued)

VICTORY BLOSSOMS

Sirs:

Our Victory Garden adorns not only our plates but our house as well. Here are pictures to prove it. They show (top to bottom) the lovely blossoms of the garlic, carrot, dill and okra plants.

J. CASEY

Comfort, Texas



SMOKERS

Here's Relief From
"SMOKE STACK"
THROAT!

Be smart! Don't let smoking make your throat feel like a smokestack. Enjoy a Luden's between smokes. Cool menthol clears out that "brown taste" in a jiffy.

Copy, 1942,
Luden's, Inc.

5¢



KIDNEYS MUST REMOVE EXCESS ACIDS

Help 15 Miles of Kidney Tubes
Flush Out Poisonous Waste

If you have an excess of acids in your blood, your 15 miles of kidney tubes may be over-worked. These tiny filters and tubes are working day and night to help Nature rid your system of excess acids and poisonous waste.

When disorder of kidney function permits poisonous matter to remain in your blood, it may cause nagging backache, rheumatic pains, leg pains, loss of pep and energy, getting up nights, swelling, puffiness under the eyes, headaches and dizziness.

Kidneys may need help the same as bowels, so ask your druggist for Doan's Pills, used successfully by millions for over 40 years. They give happy relief and will help the 15 miles of kidney tubes flush out poisonous waste from the blood. Get Doan's Pills.

IF YOU WANT

to subscribe to LIFE, write to
F. D. PRATT, Circulation Manager
LIFE—330 East 22nd Street
Chicago, Illinois
AND ENCLOSE \$4.50

Great Success to relieve ITCHING of ATHLETE'S FOOT



Many
Druggists
Say
"Nothing
Better"

No matter how tortured you are by itching from cracked, peeling raw skin between toes — just feel how promptly liquid Zemo relieves distress. Thus Zemo gives the irritated skin a chance to heal faster. Zemo — a Doctor's formula — is one product that really works! First trial convinces.

Use Zemo freely — soon your discomfort should disappear. Over 25,000,000 packages of this highly successful home treatment to relieve distress have been sold. It MUST be good! 35¢, 60¢, \$1.00. If you have a stubborn case — ask for Extra-Strength Zemo. All druggists.

ZEMO

Men Who Think of Tomorrow Appreciate The World's Lightest Highball!



Men Who Think of Tomorrow

What will the train of the future be like? Will a single rail and airplane designing give it a speed of 200 . . . 300 miles per hour? Ask the men who are thinking today about the "rocket" train of Tomorrow!

★ ★ ★

SEAGRAM'S FORESIGHT—Seagram thought of Tomorrow, the year "Monopoly" was played in a million homes; the year the Townsend Plan was announced; the year King George V celebrated his Silver Jubilee. That's when the rare whiskies for Seagram's V.O. CANADIAN were expertly blended and laid away to mellow. Today, as always, we are storing fine whiskies for Tomorrow—so you may always enjoy this glorious Seagram's V.O.—famed as the whisky that *tastes better*—preferred for the world's lightest highball!



Seagram's V.O. CANADIAN

CANADIAN WHISKY • A BLEND OF RARE SELECTED WHISKIES

Seven Years Old—86.8 Proof. Seagram-Distillers Corporation, New York

Take it from the "Queen of the Air"

ANTOINETTE CONCELLO

YOU WANT STEADY NERVES

TO BE
A TOP-FLIGHT
AERIALIST

• You may not go in for trapeze acrobatics. Even the thought of someone in danger may upset you, but there's a sound tip for you — for any smoker — in the fact that among men and women whose jobs demand steady nerves, it's Camels for the mildness that counts. Antoinette Concello (right) says: "Camel is one cigarette I really enjoy. Not just because of their finer flavor but also because they're extra mild."



THROWING HERSELF OUTWARD AND UPWARD FROM SWINGING BAR, MISS CONCELLO MAKES 3 COMPLETE BACKWARD TURNS AND CATCHES OUTSTRETCHED HANDS OF PARTNER ON ANOTHER TRAPEZE



IMPORTANT TO STEADY SMOKERS:

The *smoke* of slow-burning
CAMELS
contains **LESS NICOTINE**

than that of the 4 other largest-selling brands tested... less than any of them... according to independent scientific tests of the smoke itself!



CAMELS HAVE THE MILDNESS THAT COUNTS WITH ME. AND THEY HAVE THE GRANDEST FLAVOR!

"Queen of the Air"
Ringling Bros. and
Barnum & Bailey circus